

OFFICIAL PUBLICATION OF THE INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

# 99news

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On March 8, the officers and members of the 99 Executive Board arrived at Oklahoma City for a special meeting. Other committee members came and there were 16 present when the meeting was opened, March 9. The first item on the agenda was a report on the 99 Museum by Mrs. Bernice Steadman, Chairman of The 99 Museum Trust. She spoke about plans for a large museum, a concept which would require public fund-raising, up to 100 acres of land and several years to complete. Following her talk and a discussion, the Oklahoma City Airport Trust proposal was presented in writing. This was based upon the building concept shown at the convention in Toronto (see October 1972 issue of 99 NEWS, page 5). Then, Mr. John Solomon, Director of Airports for Oklahoma City, presented the master plan for the Will Rogers World Airport, told us about the site suggested for the 99's building and discussed possible plans for the land nearby. He answered questions regarding the cost of utilities and maintenance on a building the size of the airport terminal, for the purpose of comparison. Mr. Stanley Draper, Jr., of the Oklahoma City Chamber of Commerce talked about the city itself and described a museum complex area located in Oklahoma City. This area includes the famous Cowboy Hall of Fame and we learned how this museum complex was started and brought to its present stage. We were urged to visit these museums and hear first-hand from the people who operate them.



Susie Sewell

We now have the commitment of the Oklahoma City Airport Trust to construct a building for the 99's. To reach a decision, we need to define the purpose of our headquarters building and the kind of museum we want to build and support. In my opinion, this important decision should be based upon the wishes of the majority of the entire 99 membership. This project will require the full support of the membership and it need not overshadow the other vitally important activities of our organization. We must grow and continue to play an important role in general aviation.

The meeting proceeded with a report and recommendation on the 99 NEWS by Mardo Crane, Editor; the present status of the 99 budget and a projection of next year's requirements were presented by Lois Feigenbaum, Treasurer; and a headquarters report was made by Marilyn Copeland, Chairman, and Jan Million, member, Headquarters Committee. The bid proposals for printing next year's membership directory were considered and a decision was made to have the roster type-set for easier reading. APT Chairman Margo Smith gave us a briefing on APT activities and the new FAR Part 61; reinstatement of Flying Activities Committee was made and Charlene Falkenberg (Chicago Area Chapter) was appointed Chairman. The action taken to date on the proposed reclassification of our corporate tax exempt status was reported by Virginia Britt, Vice-President and this concluded the first day's business.

A reception was held for us early that evening and we were greeted by the charming lady Mayor of Oklahoma City, The Honorable Patience Latting. She told us that she hoped that the 99's would build their headquarters building and museum in Oklahoma City and she wished us much success with our plans. Others present included Mr. Al Coulter, head of the FAA Aeronautical Center; Mr. Keith Lutz, Director of the Oklahoma Aeronautics Commission, and Mrs. Lutz; Mr. Paul Strasbaugh, Executive Vice-President of the Oklahoma City Chamber of Commerce, and Mrs. Strasbaugh; Mr. Solomon and Mr. Draper whom we had met earlier and a number of other distinguished aviation citizens of the city.

The following day after a group breakfast, we began with a discussion on editorial content and advertising policies of the 99 NEWS. Mrs. Lee Keenihan, publisher, and her advertising representative, Mrs. Maggie Wirth, joined us for this and a review of the contract. Office procedures were reviewed with our Headquarters Secretary, Mrs. Loretta Gragg, who was helpful throughout the meeting. Dottie Young, my administrative assistant, was there too and looked after many details which we all appreciated. Other subjects covered were: Public Relations and proposed tour of Shirley Allen; the New Amelia Earhart medal design; the second Amelia Earhart Stamp Flyaway and First Day Covers; procedure for forming new chapters; standing rules; Constitution and By-Laws revision and resolutions to be proposed by the Executive Board.

We're all off to the Spring Section meetings. Attend and Participate. Enjoy the flying, the fellowship and PLAN YOUR SAFETY SEMINAR before May 31st.

Susie Sewell





*Captain Elgen Long shown with his biggest booster — his loyal and talented wife, Marie, who shares her experiences with us in her article about just how her famous husband accomplished the fulfillment of a dream to be the first pilot, solo, to circumnavigate the world via both poles and establish eight world records in the process. It is the story of a woman's courage — as well as a man's.*

## How A Dream Came True

By Marie Long

Last year at this time Elgen and I were living an adventure of the type most people talk about but never accomplish. My husband, Elgen Long, had wanted to fly around the world at the poles for over twenty years, and had talked about it almost every December. Why every December? Because in his mind the flight had to take place over the South Pole and over Antarctica during the Antarctic summer, for temperatures at any other time made it impossible to make the crossing over this large and forbidding continent. After the winter 1970-71 when no one had yet attempted the solo flight around the world over both poles, Elgen again revived his favorite topic with the words, Honey, it looks like my whole life has been leading up to this moment. I have all the qualifications and the know-how. What do you think about my attempting to make the flight?"

Any wife who has been married over twenty-five years knows that she really has no choice. If she says, "I don't think you should do it", she will always wonder if she did the right thing. After some discussion with the whole family, it was decided Elgen should get his chance to try his thing. Although I am not a pilot myself, I had flown with Elgen many times and knew his ability as a pilot. I had utmost confidence that he could attempt this very dangerous, complicated flight and make a success of it. For years I had seen him pouring over maps, charts, charts and books about Antarctica and the world. He had more than twenty years of studying; actively working as a radio operator, navigator and pilot and in

all parts of the world and especially in the Arctic regions while his company was the prime contractor on the "DEW" line.

I had no idea when I said 'yes' how much work would be involved preparing for the flight. What do you do first? We did not own an airplane so had to decide which airplane would have the range capabilities and which we could afford to buy. Every spare moment for several months was spent looking at airplanes. Elgen narrowed it down to several different ones, and finally he chose the Piper Navajo. We then had to discuss the financial aspects of the trip, and what would happen if we bought our own plane. It was decided that if a manufacturer did not furnish us with a plane, we would have to lease one, for we would not have enough money to buy the plane and still run the flight. Elgen estimated that we would need approximately \$50,000.00 to successfully attempt the records. We did try for a while to find a sponsor, but soon realized time would not allow us to get this done. We could put up the money ourselves if we sold our sailboat and took a second mortgage on our home. Twice before when Elgen had attempted to put this flight together, we had been unsuccessful; one time because the Navy would not give him permission to land in Antarctica, and once because of finances. This time, we had no excuse. Our children were grown and our responsibilities to them were minimal. If he really had to do it, we could finance it ourselves.

One day Elgen returned from Palo Alto Airport and told me, "I've seen just the right plane. It is a turbo-supercharged Navajo

that belongs to Hap Harper." Someone at the airport was to contact him and see if it could be leased. It took several weeks of negotiation before a price was agreed upon, and a contract signed. Only a person with Hap Harper's adventurous spirit could have allowed his plane to be used for such a polar flight, we knew this.

Now the work of preparation for the actual flight began. What equipment was necessary, where to buy it, how to install it — This was Elgen's job. Making arrangements for all the paperwork necessary; getting sanction from the National Aeronautics Association; obtaining permission to land in Antarctica; helping with the typing and letter-writing; — This was my job. Elgen and I travelled to Washington to talk to the people involved in the Antarctic Support Forces in preparing for a stop at McMurdo. Formal application was made to the Antarctic Policy Group. Also we talked to Mrs. Kitty Howser at the A.O.P.A. who said she could help us with the diplomatic clearances, as she had helped Max Conrad on his attempts to fly over the poles. This meant a lot to us, and was a big help.

During all this time Elgen had to get himself (physically) into shape for the grueling trip. He started exercising and decided to lose weight, since every gallon of gasoline would be essential to his survival. It meant preparing special meals and watching his nutrition carefully. Elgen was still actively flying at his job as a Captain for the Flying Tiger Line, so I packed him special lunches. He became the only brown bag pilot on the Flying Tiger Line, lost over twenty pounds, and began to look and feel many years younger.

In September the airplane went into the overhaul shop at Nystrom Aviation in Palo Alto, California. It became a race against time to engineer and install the tanks, to outfit the airplane to Elgen's requirements. Everyone at Nystrom did his best to insure the airplane would be in top condition. The radio men, mechanics, and especially Ed Orr, worked endless hours overhauling the six year old airplane. Elgen spent every spare moment between his regular flights with Flying Tigers at the Palo Alto airport. Friends volunteered their time to help install navigation equipment. The Flying Tiger Line furnished all the survival gear and Elgen went to Eddie Bauer's in Seattle to get fitted for survival clothing. Elgen had a single-side band radio installed so he could call directly from the airplane through the long distance telephone lines; enabling him to make direct contact with anyone.

In October Elgen went to Milwaukee to get an INS installed in the airplane. He stopped in Denver for a few hours to see our daughter and son-in-law who could not be in San Francisco for the departure. He told me later this was a very emotional moment for him, for he realized it might well be the last time he saw Donna and Mitch.

Our son, Harry, who lives at home, wrote a song which he recorded for his father. Elgen carried a cassette of the song with him for inspiration. It was decided that Harry would be our liaison at home for all communications, since I would have to travel, meeting Elgen at four key places along his route as his P.R. man and advance man. It



took me a week to figure out where to meet him so that I could arrive before he did, leave afterwards, and arrive at our next meeting place before he arrived. I was able to travel at discount rates, or this could not have been possible. In the end, I think I made some kind of a record of my own, San Francisco to London, London to Rio de Janeiro, Rio to San Francisco, San Francisco to Sydney, Sydney to Tokyo, Tokyo to San Francisco, a total of 46,000 miles in 21 days. Thus the whole family became involved in the "Crossroads" Endeavor.

At last the departure day came. Early on Nov. 15th, 1971 Elgen and I were driving to the airport with mixed feelings, and I asked, "Are you happy? Are you glad you are able to try?" He answered, "Yes, and I know I can make it. I have flown the trip so many times in my mind that the actual trip is anticlimatic".

We were much surprised to see so many of our friends at the airport. The news media really delighted us in covering his departure. Finally, the last good-byes took place, the door closed, the engines started up, and Elgen threw me a kiss as he taxied out. We watched him take-off and circle over the Flying Tiger hanger. Then I rushed home to prepare for my departure for London. The rest is history. . .

On my way to London via TWA I hadn't heard from Elgen for about ten hours and I was very worried. I looked out the window of the airplane as we flew over the great circle route and I realized how lonely he must be in that little airplane so many miles away from everyone as he approached the North Pole. I sent my prayers out, then almost in answer the pilot sent someone to tell me that all was well. Only then did a few tears trickle down my face.

Arriving in London, I waited for a phone call from Stockholm, Sweden, which told me Elgen was safe over the first difficult leg. He then flew to London to meet me for a two day layover while routine maintenance was done and we shopped for some additional cold weather clothing. It gave us an opportunity to visit with some old and dear friends in England.

Then on to Rio. In Rio Elgen had planned a two day stop to rest. (He was getting very bottom-tired by this time.) We did a little sight-seeing, wishing we had time to enjoy the lovely beaches. Elgen taxied away from the ramp at Rio, and I remember feeling my first apprehension as the forbidding Antarctic leg approached. Later Elgen told me he almost turned back for the tears were streaming down my face. I said I would never have forgiven him if he had done so because we were almost half-finished with the flight at this time.

In San Francisco I awaited word from Elgen that he crossed the South Pole and landed at McMurdo. A radio amateur in Illinois was in contact with the Antarctic while Elgen was flying over and kept me advised of any messages he received. When Elgen landed at McMurdo Sound, he had made his first record — pole to pole — and the U.S. Navy advised him I knew he was safely on the ground. I took off for my next stop, Sydney. When Elgen arrived there, the most difficult part of the journey was over. I had ordered a Thanksgiving dinner at the Wentworth Hotel and we had the nicest Thanks-

giving of our lives.

After Elgen took off from Sydney, I proceeded to Tokyo. While awaiting Elgen, I got a call at 5:00 one morning. It was the operator "Would you accept a collect call from the "CROSSROADS?" My dear husband woke me up to tell me he would be early.

After a short stay in Tokyo, I headed for home to prepare for return of my tired, lonely, muscle-weary but extremely happy flying man. On Dec. 3rd, I awoke to the sound of KCBS. They were in touch with Elgen by phone and there were conflicting reports about his landing time at San Francisco. I called KMI and asked them to tell Elgen to call me. I worried that he might not have enough fuel and would have to land near the Fairallone Islands, which would be tragic. He assured me that he would be in at 2:45 P.M.

Words cannot describe how I felt when he landed. Grateful that it was all over, that he had been able to complete his dream; deeply appreciative of the people, over 500 at least, who were there to greet him on a cold rainy day. . . listening to the band play "King of the Road" as he got out of his faithful aircraft; thankful to a greater power than any moral who helped Elgen make history. . .

Our lives since the flight have changed a great deal. We are no longer able to think about only ourselves. We now have a responsibility to fulfill. We have been travelling all over the country speaking to young people, to everyone who wants to hear about our dream, trying to inspire

them to get out and make their dreams come true.

Our greatest thrill came in October when we went to Paris where Elgen was awarded the Gold Air Medal as the outstanding airman in the world for 1971. We were received by the French in grand style and were presented to President and Madam Pompidou, by the American Ambassador to France, and Madame President of Paris.

Many times I am asked, "Are you sorry you spent the money?" and I tell everyone who asks me that question, "Absolutely not. The renewed faith in people, the chance to travel, the satisfaction of doing a job well, and the warmth of knowing you live in a country that allows an individual to do his own thing at his own expense without asking anyone — this is enough reward for both Elgen and me."

### At Presstime

#### **Write to Congressmen About Cost Allocation**

It was reported in "Business Aviation" that "the FAA is preparing a new rule to establish a schedule of administrative user charges on a scale that would raise \$50 million during the fiscal year beginning July 1." Impact of these charges could be substantial. Write your Congressman about COST ALLOCATION and do your part in letting him know who you are, what you feel should be done (exactly), why and how it affects you, your local area and your state. —Susie Sewell

## **Fly Around The World For \$5.95**



The Crossroads Flight tells the story of Captain Elgen Long's fascinating 28 day trek to history as he became the first man to fly solo around the world over both poles. Through tapes actually recorded during the flight, you can experience this unique and grueling 36,000 mile journey with Captain Long. For only \$5.95 (includes shipping and sales tax) the Crossroads Flight cassette can be yours to enjoy. Send for it Today.

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# Let's Fly North to Alaska

By Karen Tiede  
and Catherine Stadem

We hope you're planning to come to Alaska. Here's a whole cockpit-full of comments from the Alaska 99s who've flown the highway to Anchorage. Several of our gals made the flight in the last two years, and find that conditions change some from year to year, therefore our unanimous advice — Be Prepared! The Alcan is no longer the only road along the way, and the railroad is constantly being extended — this year it ends somewhere north of Ft. Nelson. Unless you know where it ends, don't follow it north of Ft. Nelson, warns Jan Reinbold.

We found a recent publication by the FAA: "Flight Tips for Alaskan Tourists," which was written by the FSS personnel stationed at each of about 20 major facilities in our state (you'll find we call any place with fuel available a "major" facility). This book gives a frank discussion of weather to be expected enroute to these locations — if you plan to explore once you get here, bring this booklet. The book written by the Crowe's, mentioned in last article, went up \$1 in price, but it's handy because of airport layout sketches/photos. Keep in mind it's 4 years old and several VORs have been added since publication. For a very recent guide your July 1972 AOPA "Pilot" has an article "Fly the Alcan; It's Better Than Ever" by Ruth and Don Downie. This excellent article is so informative we decided to refer you to it, and cut in half the space we'd otherwise need in this magazine.

You'll notice two immediate changes once in Canada. Terminology: "cleared to circuit" means "cleared to traffic pattern," right circuit, left circuit, etc. Merchantile Exchange: carry credit cards for travelers cheques and cash are harder and harder to use. Remember to file ADCUS on your flight plan each time you depart toward a border. FAA will then advise customs that you will need clearance. Once landed to clear customs, **remain in your plane** until advised that you may debark.

**West Coast to Dawson Creek:** For those departing the West Coast, we assume you'll fly the Fraser River route. Customs can be taken care of just 20m N of Bellingham at Abbotsford — it's a nice place to stay, and you can walk to town from the airport. Following the Fraser River Canyon route to Prince George can be beautiful if ceilings are high enough. About half-way is Quesnel, a good place to stay, but known for bad cold front conditions. Other side trips: Penticton, historical; Kamloops, nice place to stay.

From Prince George head NW (no roads) cross-country to Dawson Creek, where the Alcan officially starts. Watch for peaks 8,000 feet on the direct route. Or, from Prince George follow the RR as it winds about 210 sm to Ft. St. John (VOR). We do not recommend the "Trench" from Prince George to Watson Lake, for most pilots. It may be tempting because of directness, but for those unaccustomed to mountain flying/weather, remoteness, gravel emergency

strips and lack of radio communication, this is obviously not the way to relax! Anita Benson flew the Trench last year, IAS 170 mph, GS only 140 mph. This even **looks** like a wind-tunnel on the maps, and certainly behaves like one. A "no-no" for most pilots.

**Inland Route via Calgary to Dawson Creek:** ANYONE COMING from Spokane and points eastward will most likely stop in Calgary. Those departing Montana, Wyoming and Dakotas could clear Customs at Lethbridge (110 sm S of Calgary). Lethbridge is less crowded, more relaxed than Calgary, however, Calgary is a great city to visit and stay over: good FBOs, plenty of parking, many very friendly 99s in this area.

From Calgary you might follow the highway N to Edmonton and land at downtown Industrial Airport. Years ago, International sold only jet fuel, then in 1971 Industrial was closed to general traffic, forcing you to International, but Dorothy McCulloch says public demand caused downtown Industrial Airport to be re-opened to public in 1972. Let us know what you find in 1973. Edmonton is a gorgeous international city: lovely hotels, haute cuisine, the last "genteel" city until reaching Anchorage. From Edmonton you might follow the highway to Grande Prairie, another good fuel stop. In between is Whitecourt — notorious for peculiar weather. This area has lots of thunderstorm activity, so it's best to fly early mornings instead of late afternoons. From Grande Prairie, follow RR/road to Dawson Creek.

**Dawson Creek to Anchorage:** From Dawson Creek the RR leads to Ft. St. John, another good place to stay over. From Ft. St. John to Ft. Nelson there is frequently early morning fog that doesn't burn off till noon. Then, of course, there is thunderstorm and cumulus buildup in afternoons. Again, early morning is best time to fly, if no fog. Don't be in a rush out of Ft. St. John: it's over 200 sm to Ft. Nelson, with nowhere to stop enroute. The RR now goes all the way from Ft. St. John to Ft. Nelson (this section of RR just completed 1972, so many older route guides will not refer to it).

Ft. Nelson has the friendliest gas trucks in Canada, it seems. There are two gas trucks, ESSO and Shell, on the airport. As you are taxiing to park, both race down the ramp toward you, the drivers jump out and wave you to parking. Whichever you follow is the one you buy your gas from.

From Ft. Nelson NW is the point to start really watching the weather. If you follow the Alcan to Watson Lake (your next gas stop) it's a torturous route, about 300 sm through rugged mountain terrain. However, you do have the highway under you for navigation purposes, and it could make a useable (but narrow) emergency landing strip. The alternate to Alcan is approximate W heading out of Ft. Nelson about 90 sm to intercept the Liard River and follow it to the highway into Watson Lake. Watson Lake doesn't have many places to stay the night, taxi fare is about \$5 one way.

When you depart Watson Lake, be ex-

tremely careful to pick the **correct** road. There are three roads off the end of NW runway; you want the middle one. If in doubt, climb high enough to be sure before proceeding toward Whitehorse. You might land at Teslin, on the way, but they don't cater much to transient aircraft. When one of our girls landed there the last time, the local school let out and all the little Indian children came running to the airport to see the "lady" pilot. The gas was poured from cans through chamois, so it's not like SeaTac!

On approach at Whitehorse, there are always variable winds, especially on the southern heading — military pilots have crashed here, so stay high on final. Whitehorse is a must because of gold rush history, small but excellent museum in town, good hotel selection (even a motel across street from airport). When you depart Whitehorse, file ADCUS (again!) on your flight plan so American Customs people will be expecting you at Northway. Again, weather can pile up as you are flying strictly mountainous terrain now. The only fuel stop before Northway — Burwash Landing — has poor facilities.

At Northway you're in the states again, but you won't recognize it. The FSS has a red carpet, but you are still not in civilization. There is a lodge, eating facilities and fuel. From Northway you can get a good weather briefing for the trip into Anchorage, approximately 400 miles. There are two mountain passes you can take, depending on which one isn't socked in at the time. Nabesna Pass is the shortest, but requires sharp pilotage skills and a Sectional (not WAC) chart. Mentasta Pass follows the highway from Northway to Gulkana, but is narrow and has unpredictable (and unreported) weather. Gulkana is a good gas stop, but limited on overnight facilities. From there it's an easy 180 miles through Chickaloon Pass to Anchorage.

Once in Anchorage, let one of us know you've flown the highway, and apply for the Helen Stoddard Award. This is given to 99s.

Bring tiedowns. It's always windy, and there are none available north of Lethbridge (think of it as survival gear for your plane). If following a highway, always stay on the right hand side of the road. In the summer there is extremely heavy small airplane traffic, and planes flying toward you will be hard to spot. Within Alaska and in most of Canada the universal enroute frequency, 122.2 is a good one to eavesdrop on to learn about weather conditions on your route. Once north of Edmonton, there are numerous obstructions not shown on the map, such as microwave towers, so if you're flying low keep a sharp lookout as these are difficult to spot.

Don't forget that you'll be flying into later time zones and longer hours of daylight than back home. Consequently, you'll wake up earlier, and be tempted to fly later — don't overdo it. There is so much to see, and enjoy, we know you won't be sorry you came. See you June 30.



# OPINION

## GUEST EDITORIAL

By Lucille A. Flynn

The physiological aspects of flying should be of developing interest to all of us. We are aware that the Federal Aviation Administration and General Aviation Manufacturers have pooled resources in the interest of safety and made available clinics, safety-seminars, check-rides, Operation Rain-Check and other programs.

My 49 1/2er, George, and I found that one of the most interesting and rewarding days was the course in Physiological Training offered at various Military Bases by FAA. Our particular application was processed and accepted at Westover Air Force Base in Massachusetts. These one-day classes start early in the morning and since it is not possible for civilians to fly to such an establishment, ground maneuvering takes its toll and in our case, produced two frustrated, tardy pilots who did not quite make their 0730 attendance call.

Nevertheless, we sat down to a morning of thoroughly absorbing lectures, the first of which was on Breathing. Yes, Breathing! We were reminded (or acquainted, in my case) of Boyle's Law: "The volume of a gas is inversely proportional to its pressure, — temperature remaining constant." And also Henry's Law, (didn't know that one either), "The amount of gas dissolved in solution is directly proportional to the pressure of the gas over the solution." We were told that in relation to the physics of the atmosphere, these laws explain the expansion of gases that can be trapped inside the body, causing discomfort in the middle ears, sinuses, stomach and intestines. Man is also affected by the fact that nitrogen comes out of solution in the body as he ascends to altitude. This occurrence leads to disorders similar to the "bends" that divers sometimes experience. My mind was vainly trying to separate Boyle, Dalton, Henry, Charles, Graham and all their assorted laws, when along came our coffee break and the opportunity to meet and chat with the friendly Major who was in charge of the day's activities.

Next on the agenda was an enlightening period on Respiration and Circulation. Respiration was defined as the exchange of gases between an organism and its environment. There was discussion on the movement of gas in the Respiratory System, the Structure of the Circulatory System, Composition of Blood and Control of the Heart. We all know that our red blood cells contain hemoglobin. About 95 per cent of all the oxygen is transported by hemoglobin, so a pilot or passenger who does not have enough red blood cells will begin to suffer from lack of oxygen at relatively low altitudes.

Another short break in the schedule, and this time class resumed with the subject that was of prime interest to all 14 assembled pilots, — Hypoxia. This can be a serious physiological problem. Any airman who flies above 10,000 ft. during the day, (5,000 ft. at night), without oxygen or in an unpressurized aircraft, is asking for trouble.

He may not know anything's amiss. The onset of Hypoxia is that insidious! No pilot should fly without a complete knowledge of the causes, effects, prevention and treatment of Hypoxia, which is a deficiency of oxygen in the body's tissue level.

Hypoxic, Hypemic, Stagnant and Histotoxic are the four major types of Hypoxia. It is not difficult to familiarize yourself generally with each one.

Hypoxic (Altitude) Hypoxia is anything that interferes with the transfer of oxygen to the blood stream (induced by altitude and certain pathological conditions such as asthma or pneumonia.)

Hypemic Hypoxia, — anything that reduces the capacity of the blood to carry or transport oxygen. *Carbon monoxide leaks in the plane, excessive smoking in the cabin, sulfa drug ingestion*, other toxic conditions, *all reduce the efficiency of hemoglobin.* Stagnant Hypoxia is anything that interferes with the amount of blood circulating in the body. (Fighter pilots feel it when they experience excessive G Forces. Physiological stress and shock also come under this heading.)

Histotoxic Hypoxia is when the tissue is poisoned and cannot accept oxygen. *Alcohol and drugs are directly responsible for this.*

It was indeed an engrossing presentation which included a session in the Baranney Chair as well as a slide display of the various types of available oxygen equipment. I hadn't gone anywhere, yet somehow I managed to develop all known symptoms of Hypoxia! Just before lunch, my malaise reached an acute stage. Our jovial Instructor reminded us that certain foods could cause gas expansion at altitude and that we would be alternating between lectures and trips to the Altitude Chamber beginning at 1300. George assured me that all my symptoms would disappear magically when I arrived for my favorite pastime at the Officers' Club. But my imaginary eye, ear, nose, heart, brain, and blood problems did not leave as I surveyed the menu. After our recent admonitions, corn and lima beans did not present a happy choice for that day's luncheon!

Back in the classroom, my recovery was astonishingly rapid when a handsome young officer appeared for the afternoon session and began to brief us on Pressurization and Rapid Decompression (RD).

The 4 main signs of RD that would be experienced, say in a punctured aircraft, are, — Noise, The Slip Stream, Temperature Decrease, Fog. And the main factors that would affect this RD, would be the size of the opening, the pressure differential, and the volume of the pressurized cabin.

Armed with our brain-bulging knowledge and oxygen masks that required bulging muscles with which to lift them, we headed for what looked like a Torture Chamber was identified as The Altitude Chamber. Ten feet from the entrance, I was convinced that a post-nasal drip would change



George and Lucille Flynn

the course of my life and give me an immediate medical discharge. But a quick spray with neosynephrin and I (now tagged as No. 13), was back being herded along with the other willing victims.

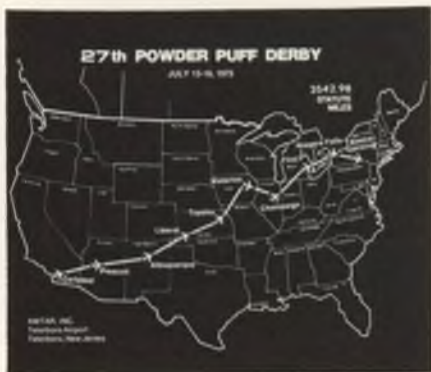
We were given 100 per cent oxygen for a short period in order to rid our systems of nitrogen. Our masks tested for leaks, we were taken to 10,000 ft., then back to 5000 ft., to determine proper clearing of ear and sinus cavities. At 3500 ft. a minute, we ascended to 29,000 ft., where we took off our masks until we all experienced various symptoms of Hypoxia. Once back on oxygen, most of us, through our microphones, described our reactions as dizziness, warm sensations, poor coordination, euphoria. Cyanosis was not observed. We returned to ground level at 3000 ft. a min. At this point we were made to observe the difference between Hypoxia and Hyperventilation (over breathing), which occurs as a result of the body's normal compensatory response to Hypoxia.

Now we re-grouped, and four at a time, entered a smaller Pressure Chamber. We considered ourselves veterans as we donned our masks, connected our radio apparatus, and were "off" to 29,000 ft. This time, however, the sudden fog we saw announced Rapid Decompression of the cabin and we removed our masks to note again how quickly we succumbed to Hypoxia. Three minutes seemed to be the limit most of the pilots could take without the mask. At 3000 ft. a minute, we made a swift descent and smooth landing. Then with new expertise, we separated our apparatus and filed it in the proper bins. With a sigh of relief and satisfaction, we thanked our amiable Sergeant, Lieutenant and Major for their concern and information.

We stepped from the Altitude Chamber, noting that the time was 1700. We had not actually flown, but the day had, and for all our concentration, effort, and imagined distress, we now had a new awareness of jet-age problems. And we were the proud possessors of a little blue card, just the right size, to take its place with our 99 Membership and the other pocket size treasure that find their way into our bulging wallets.

(Ed. note: Lucille is a member of The Eastern New England Chapter 99s. A recent pilot (3 yrs.), but already working toward Instrument Rating. Has 8 children — 7 grandchildren. She and her husband own a Bonanza.)





#### Reporter: Marion Andrews

Everything is GO for the 27th Powder Puff Derby. After a week long schedule of events chairmanned by Pam Van der Linden, Rosemary Longmire and Esther Whitt of the hostessing Palomar Chapter, on July 13th Martin Milner of TV's "Adam 12" and "Route 66" shows will be the Honorary Starter with George Griffith, Official Starter, doing the actual work when the racers are flagged off from Palomar Airport to the accompaniment of the First Marine Division Band from nearby Camp Pendleton.

Congratulations on the activation of the new Palomar control tower. Chief NAA Timer/Judge at the start will be Gertrude Lockwood. Inspection will be under the direction of Betty Wharton. The Take-off banquet will be held July 11th at "The La Costa Resort", Carlsbad, Cal. Esther Whitt, Mary Moons and Mary Santosuosso will handle publicity at the start. Pre-race biographical info of the contestants will be shuttled to the press by Hazel Jones who is doing double duty because she will also be Chief Timer at Topeka. On the day of the takeoff the Governor and Mrs. Jack Williams of the State of Arizona will be at the Prescott Airport from 11am to 1pm to greet those racers who stop there. The Governor is preparing a proclamation for "Women in Aviation" Week July 8-14. Topeka, Waterloo and Flint have made donations to the General Race Fund. Because of their contributions plus the fact that they have ample facilities, personnel and 99 Chapters who wish to publicize their airports, they have been made Must Stops. The deadline to finish is July 16th at Chemung County Airport, Elmira, New York. The Terminus will be under the direction of Kathleen Potoczak and Barbara Riggs. Chairman of Inspection will be Joan Bertles. Chief NAA Scorer Joan Hrubec.

The Awards Banquet will be held at Elmira College on July 18th. Western New York Chapter is Hostess of the Terminus. AWTAR Headquarters is about to move again from its temporary quarters to what we hope this time will be permanent headquarters further south at Teterboro Airport. The address and phone number will remain the same.

Recently, Kay Brick spoke at a Teaneck-Bergenfield Zonta Club meeting in Tenafly, N.J. and at Altrusa International of Bergen County, N.J. telling them about the Powder Puff Derby. Doris Renninger has given talks about the 99s and the Powder Puff Derby in two New York City Grammar Schools. One of these was to an assembly of 150 child-

ren. Peg Davidson gave a talk on the Derby in Connecticut. Marian Banks and Dottie Sanders have been giving their Powder Puff Derby Skit to such groups as LaJolla Kiwanis, National Pilots Association and the Colton Women's Club. Marian did a commercial in her winning airplane which is shown on 3 TV stations in San Diego and thruout California. If you have given a talk including information about the Powder Puff Derby, please let us know.

Use of the Powder Puff Derby handicaps has been approved for the Illi-9s Air Derby in May and the Nebraska Air Race in August. We have openings for some leg prizes. They are coming in more slowly this year what with mini-skirts going out. Get your entries in. Closing date is postmark May 10th. Any 99s or Chapters wishing to order programs in advance send \$2.00 for each copy desired to AWTAR, INC. Headquarters, Teterbro Airport, Teterboro, New Jersey 07608

#### Report from Elmira-PPD Terminus By Ellen K Taylor

One of the first things to be anticipated, is what number in the race lineup will be drawn. All entries postmarked April 10, 1973 were eligible for "First Day" drawing ceremonies on April 18, which were held at both the Terminus and Start simultaneously. Of course, single digit numbers were most highly valued.

One of the first Derby contestants to wing her way to the Chemung County Airport was 99 Helen McGee and husband Harvey, all the way from Sonora, California. Preflying this year's race route, they arrived in time to join Terminus Co-Chairman Barbara Riggs, who was guest speaker for the seven-county Finger Lakes Association. You might recall that Helen placed second in last year's Derby, flying solo in her Piper Comanche 260. She had high praise for the facilities at the airport and the wonderful co-operation she found among the personnel.

Most welcome sight for contestants at the Terminus will be our official greeters. Not one, but two lucky men and great aviation promotors and pilots in the Southern Tier area have this honorable distinction — Dr. Henry Marshall, President Chemung Aviation, Inc., a fixed base operator, and Mr. Lee Robbins, Corning Glass Works Aircraft Operations Manager. These two gentlemen will have the enviable distinction of taking turns in welcoming each contestant as she deplanes. They anxiously await their turns for the big days ahead; as Mr. Robbins put it — "it's worth losing a happy home for".

All the difficult initial leg work involved in a Terminus operation finally falls into place to provide an especially good time for the Derby contestants and their families. Among Social notes:

Schweizer Aircraft is initiating a special schedule and rate for a transition glider rating with their soaring school.

Our local, well-maintained amusement center, Eldridge Park, is offering free rides and free miniature golf to Powder Puff Derby pilots, their families and workers on July 15, 16, and 17. Included will be a special "Pick-Pocket" act and radio and television interviews of the contestants.



*Palomar Chapter 99's: Front row: Mary Santosuosso, Agnes Langevin, Ruth Kniefel, Betty Kitchin, Janice Free. Second Row: Esther Whitt, Lillian Hartman, Mary Moons, Gertrude Lockwood, Terry Mackey. Third Row: Pam Van der Linden, Peg Goings, Barbara Whipps, Rosemary Longmire, Mary Pearson, Evelyn Ashton. Back Row: Harriett Booth, Pixie Truss, Ruth Dilg, Ethel Robinson.*

On Monday evening, July 16, dinner will be had at Pierce's 1984 Restaurant — one of the most famous and elegant in the Southern Tier.

Tuesday, July 17, will start with a tour of the Corning Glass Center which incorporates the famous Corning Glass Museum, The Hall of Science and Industry, and the Steuben Glass Factory. The Center was found in 1951 to mark the 100th anniversary of the Corning Glass Works. It is visited annually by over 700,000 people from all over the world. The Museum houses well over 13,000 glass objects dating back to 1500 B.C. The Hall of Science and Industry interprets, through exhibitions and demonstrations, the roll of glass today. The famous Steuben Glass Factory shows skilled craftsmen employing still-used 14-16th century Venetian techniques in forming the purest crystal made in the world today. Of course, the complete line of Steuben crystal is available at the Center.

Starting at 5:00 p.m. Tuesday, free glider rides for contestants until sundown at the nationally famous Harris Hill Soaring field. Known as the Soaring Capital of America, Harris Hill was the first established glider site in the United States, remaining in operation as such since the early 1930's. At this group outing — a great picnic feast for all, with treats from the not too distant New York State Finger Lakes wine district.

After long days and nights put in by the timers, computer operators, officials, the much anticipated announcement of the winners will be made at the debriefing session, Wednesday morning, July 18, amid usual excitement.

The entire social calendar will culminate on Wednesday evening, July 18, at the Awards Banquet which will be held at the beautiful and modern facilities of the Elmira College Campus Center. Arrangements are being made by the banquet chairman, Jean Marshall and the college public relations director, Mr. Paul Nisehshal.

Make your reservations early.

Ellen K. Taylor, Publicity Chairman  
2644 Harris Hill Road  
Elmira, New York 14903  
607-734-0124 - home  
607-739-3872 - office



# 99 profile

Typical of the outgoing personalities we find among 99 Women is our very attractive and enthusiastically active Marilyn Frances Hall Copeland, of Wichita, Kansas.

Two things inspired Marilyn to start flying in 1960. One was the important fact that her husband, John, who had himself flown since his High School days, wanted her to. Second was the knowledge that to join the famous Ninety-Nines organization she had to possess that Private ticket. From this accomplishment she went on to her Instrument Rating in 1965, and now has some 800 flying hours. Her enjoyment of racing is shown by the five-time participation in the AWTAR, twice as pilot, placing 11th and 30th. In the 1972 race she flew with magnetic compass only, due to failure of directional gyro, an experience which taught her much, and one she is not likely to forget. She has also flown in the Angel Derby, and in several of the smaller races.

Marilyn has been an obvious and popular leader in 99 activities. The Kansas Chapter elected her to important offices — Chairman, Vice-Chairman, and Secretary-Treasurer. The South Central Section thought enough of her abilities to have her serve as Governor, Vice Governor, and Treasurer. Her organizational talents led her to develop an SOP Manual for Sectional officers and Chapter Chairmen, and to publish a Governor's Newsletter which sought to bring out ideas which would be helpful in the 99s. And there's more — such as being Chairman of the International 99 Convention "Fun in '71" in Wichita, in the fall of that year; acting as the coordinator of a 99 Musical Flying Fashion Show, which drew some 600 persons to the Wichita Historical Society Banquet in 1972; serving on vital International Committees; Nominating, Read & Approve Minutes, and Auditing. Currently she is International Headquarters Chairman; and, has worked in recent months on five Safety Seminars sponsored by the Kansas Chapter, as co-chairman.

Her background is unusual and impressive. Marilyn speaks of herself as "a Missouri country girl" who drove a tractor on her home farm regularly, and was active in 4-H Club. In High School she found she excelled in sports, loved music and public speaking, and kept her grades high because of natural interest in things. She continued to be exceptional in college, where she earned her B.S. in Education and Vocational Home Economics at Central Missouri State in three years and two summers! She graduated second in a class of 600.

While Husband John was completing dental school, and receiving his Master's Degree in Pedodontics (Children's Dentistry), Marilyn taught Vocational Home Economics for four years in Grandview, Mo. Public High School.

Wichita, Kansas became their home because a Pedodontist was needed there, AND because they felt that in following their mutual aviation interests, they should be in the Air Capital of the World, according to Marilyn.

Since then her life has evolved around her family, a daughter now 15, Jo Elaine, whose enthusiasm is for music, and a son,

11, David, now a no-1 aircraft spotter. . . Naturally, there came offices in the Dental Auxiliaries, Camp Fire leadership, and Cub Scout activities. In 1963-64 she and her husband flew the family plane for District Dental meetings all over the State, which was a two-fold promotion activity — one for the Dental Student Loan Fund at the U. of Mo., and the other Marilyn's interest in promoting women in aviation.



MARILYN COPELAND, member of the Kansas Chapter 99s

For a gal who has once lived with kerosene lamps on a farm, she has grown happily to match the 747 world today; to become a 99 who will always be a woman of whom we can all be proud.

## Spatial Disorientation

By Mary F. Foley

As previously mentioned, the vestibular system has thresholds for perceiving motion and is rather insensitive to gradual direction changes and slight accelerations and decelerations. Thus the aircraft can climb, dive, turn or roll without the pilot feeling any sensation other than that of straight and level flight. This may result in severe disorientation and consequent loss of control of the aircraft.

An illusion of continual turning results when the aircraft has turned away from its proper heading during instrument flight and an abrupt movement of the rudder is made for correction.

If an airplane skids during a turn, the

pilot may have the sensation that the aircraft is banked in the opposite direction from its true position. This occurs because, in a skidding turn, the centrifugal force on the body no longer acts perpendicular to the transverse axis of the airplane. As a result the body is pressed away from the direction of turning. In a similar manner, slipping of the aircraft as a result of too much bank presses the body into the direction of the turn.

The rapid change of altitude in modern aircraft has apparently increased the incidence of a condition termed "pressure ver-

continued on page 12

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# APT

MARGO SMITH

There's much exciting news this month! The Executive Board, at their March meeting, reevaluated the Annual Proficiency Training Program and approved some changes in light of the increased response to the Program by all of us, and in accordance with the new FAR Part 61, which becomes law November 1, 1973.

The sections most pertinent to APT:

**UPGRADING:** There will be 5 certificates (licenses as we usually call them) — Student, Private, Commercial, Instructor, Airline Transport Pilot. The Instrument rating will be required to upgrade to Commercial (250 hrs.); Commercial will be required for Instructor.

**CURRENCY: Instrument** — 6 hours in 6 months with at least 3 in flight and with 6 instrument approaches.

**General:** In 90 days, 3 takeoffs and landings in category and class (for day, touch and goes are okay unless taildragger; for night, full stop landings). Flight review required every 24 months. To quote the FAA Aviation News, Feb. 1973 issue.

"The new rule will require a flight review every 24 months for all pilots (given by an appropriately certificated flight instructor or other person designated by the Administrator), unless a pilot has satisfactorily completed a pilot proficiency check conducted by the FAA, and approved pilot check airman, or by the United States Armed Forces.

The term "flight review" is defined as "a review of those maneuvers and procedures which in the discretion of the person giving the review are necessary for the pilot to demonstrate that he can safely exercise the privileges of his pilot certificate.

In the flight review the instructor is simply required to make certain that all applicable phases of knowledge and flight are reviewed — he does not endorse the pilot's competency as an airman. A pilot is free to select an instructor of his own choice for the review."

Isn't that **our** APT Program? — except we feel the review should be annual.

I recommend obtaining a copy of the law — for 20c and refer to it for full and proper wording. To quote again, "Current subscribers to Volume IX of the Federal Aviation Regulations will receive amended portions of Part 61 in the mail. Copies of the new rule as published in the Federal Register on Feb. 1, 1973, Volume 38, No. 21, may be obtained from the Superintendent of Documents, U.S. Government Printing Office, Washington D.C. 20402."

Here's the **big** Program change. The APT year will henceforth be **CALENDAR** year! The present '72-'73 year will end Dec. 31, 1973, with the 1974 APT year Jan. 1 to Dec. 31, 1974. If the FAA can build in a grandfather clause, so can we! A calendar year should simplify everyone's bookkeeping

and eliminate confusing dates.

How about having **your** APT ride counted in the half-year report for Convention? The APT form is provided in this issue.

In future, all Section and **Chapter** APT Chairmen will be listed in the roster. Now is a good time to consider who that will be. Does she attend meetings regularly? Does she believe in the program? Will she keep accurate records? Will she keep the job for a while — 2 years? permanently? **The Chapter APT Chairman is a VIP to the APT Program.**

Gold pins will never develop beyond the discussion stage. There are many reasons for scrapping the idea, the chief one being excessive cost for a limited market. However, good news — The Executive Board approved the idea of a card issued for an APT ride. (You will also receive the celluloid pin for "show".) After 3 consecutive years APT, you will receive a "gold" card (retroactive.) Cards will be available from your Chapter APT Chairman by Convention.

If the 99's are to practice what they preach and lead the way in safety, we must keep proficient and keep abreast of the changes in the aviation world. We proudly set higher standards for ourselves — and advocate an annual flight review.

GET APT.....BE APT.....STAY APT

## TO THE INSTRUCTOR:

The APT program has been prepared so each pilot can annually check her proficiency and limitations. This is primarily a check ride for one or more ratings held. We would hope that suggestions for further training to upgrade the pilot's proficiency to an acceptable level to correspond with the license now held. The results are for the information of the pilot and the instructor.

All flights must be made by a current, certified instructor, holding an instructors rating in the type of check ride to be given. The current FAA check list for each category will be used so the program will be kept within some form of uniformity throughout the membership. Check rides and requirements of foreign countries will be applicable for APT currency.

Ninety-Nine Instructors may be APT by revalidation or FAA signature in the appropriate column below.

## ANNUAL PROFICIENCY TRAINING

To The Ninety-Nine:

When you have completed your annual check ride please mail this form to your APT Chairman:

Name.....

Address.....

Chapter.....Section.....

License No.....

Ratings.....

.....

.....

Medical class and date.....

.....

I hereby certify that.....

has completed the necessary requirements for the Ninety-Nine APT Program.

Private.....Commercial.....

Instrument.....Multi-engine.....

Seaplane.....Helicopter.....

Instructor.....Other.....

Date.....

Flight Instructor and No.....

.....



# Coming Events

## Convention News

August 8-12, 1973

by Catherine Malick

"Old World Charm, New World Vigor" is the clue to Milwaukee's personality. Chairman of the Ninety-Nines 1973 International Convention, Dr. Anne E. Roethke, is getting an aerial view of this charming and exciting city which spreads west along the beautiful Lake Michigan shoreline at the confluence of the Milwaukee, Menomonee and Kinnickinnic Rivers. The City of Milwaukee's name was derived from the Indian word meaning "gathering place by the rivers." And it is here in this great city, with its people of varied heritages who are proud of their rich ancestral customs, that the 1973 International Convention Committee Chairmen are planning a "gatherine place" for the Ninety-Nines' grandest event of the year.

Plans are now being finalized for the most exciting convention you've ever known. The old fashioned horse-drawn beer wagon that we told you about last month is ready and the welcoming committee is anxiously waiting to greet you at General Billy Mitchell Field. We will be paying tribute to all of our overseas members at a special "International Fun Evening" party. At the Amelia Earhart Luncheon, scholarship awards will be presented to the most deserving pilots to further their contributions to aviation.

The guest speaker for our luxurious Saturday evening "Aviation Banquet" is charming, handsome and witty, and we know you will enjoy his program tremendously. We have a Men's Program planned that is sure to entice every 49 1/2er — baseball, EAA tour, brewery tours, and a fishing contest — just to name a few. There will be plenty of things for the children to see and do also — a trip to the zoo, a tour of the Milwaukee Harbor, or a visit to the Wisconsin State Fair.

An information packet containing a registration form, program schedules, and etc., will be mailed to you the latter part of May. SEE YOU IN MILWAUKEE — AUGUST 8-12 . . . at the Ninety-Nines 1973 International Convention!

### NOTICE:

Send change of address to:

Loretta Gragg

Headquarters

Will Rogers Station

Oklahoma City, Oklahoma 73159

(No use sending this to your editor.)

**May 11-15** — All Women's International Air Race "Angel Derby" — Monterrey, N.L., Mexico to Santee, South Carolina, USA

**May 11-13** — Tucson Ninety-Nines 2nd annual Treasure Hunt

**May 18-19** — All Woman New England Air Race (AWNEAR), Worcester, Mass. Eastern New England Chapter sponsors.

**May 25-27** — Illi-Nines Air Derby. Chicago Chapter sponsors.

**May 27** — Garden State 300. Garden State Chapter sponsors.

**June 2** — Poker Run, Three Rivers Airport. Rain date, June 9. Contact, Maisie Stears, Michigan Chapter.

**June 16** — Poker Run. Greater Winnipeg Chapter sponsors.

**June 30** — Northwest Sectional, Anchorage, Alaska.

**June 30** — Mini Derby. Golden West Chapter sponsors.

**July 8** — Prince Albert Poker Run. Rain date July 15. Sponsors, Saskatchewan Chapter.

**July 9-18** — AWTAR (Powder Puff Derby) Palomar, Ca. to Elmira, N.Y.

**Sept. 9** — Michigan Chapter Airlift (2c per lb.), Grosse Ile Airport

**Sept. 15** — FAIR, sponsored by the Indiana Chapter

**October 5-7** — SMALL (Michigan Chapter Small Race), Howell, Mich., contact Natalie Kreeger.

**SPECIAL DATE — July 24, 1973** — 10th anniversary of the original Fly-Away of Amelia Earhart stamps — flown by Charter Members to all capitals of the world — Commemorative program Atchison, Kansas. Fay Gillis Wells, Chairman.

## Aero-Space Education — 99 Style

by Helen Wray, Chairman

A trip to the joint South Central and Southeast Section meeting held March 30-April 1, in Little Rock, Arkansas, was most gratifying. Many projects in Aerospace Education were brought to my attention. New high school aviation classes have been formed. New statewide Aerospace Education Associations have been initiated. The chapter chairmen at the meeting were very pleased with the flow of interesting material received from the National Aerospace Education Association. Also, more and more 99's are being asked to participate in as well as sponsor FAA Safety Seminars.

The large projects mentioned above are outstanding, but small individual efforts (I

call them "little miracles") should not be overlooked. They can make the big things happen. One trip to a school to talk about an aviation display can possibly end with the creation of an aviation class in the school. One 99 airplane ride taken by a child in the eighth grade can possibly be the first ride of a future 747 pilot. A talk to a Sunday School class given by a 99 can possibly be the spark for a term paper. Every small effort of each individual is special and important. Each Aerospace Education chairman in the 99's might be surprised to find out the scope of small individual efforts in her own chapter.

The National Aerospace Congress April 4-7 in Oklahoma City will be featured in the Aerospace Education article next month.



Dr. Anne E. Roethke, Chairman of the 1973 International Convention of the Ninety-Nines — Milwaukee, Wisconsin.



## Backward Glance



By Virginia Thompson

July, 1954, found members heading South to Ashville, North Carolina, to learn the real meaning of Southern hospitality at our Silver Anniversary Convention. Each Ninety-Nine present received a silver ash tray as a memento from the Carolinas Chapter. The charter members still active in our organization were presented the numeral "25" with a guard chain to attach to their Ninety-Nine pin.

President Mickelson told of presenting on March 18, 1954, twenty-four volumes of our Ninety-Nine history, compiled by former Historian Ruth Rueckert, to Dr. Paul Garber, then Curator of the Air Museum, Smithsonian Institution, Washington, D.C. He pointed out that aircraft makes a spectacular exhibit but that reference material is vitally needed. He appreciated this excellent chronological record of women in aviation for the museum.

Fifty-one delegates representing nine sections were present at this convention. During the business meeting, the minutes of the 1953 Convention were amended to read, "assume overall sponsorship of the AWTAR and to furnish financial support for a given period." Motion passed.

During the year, two new members-at-large were admitted to our organization: Mrs. Hideko Yokoyama of Japan and Lady Casey of Australia. The Washington, Western New York, Meadville, West Virginia, Tulsa, and Bakersfield Chapters were reactivated; the North Dakota, Alaska, Montana, Idaho, Santa Clara, and Alabama chapters, chartered with the greatest growth rate occurring in the Northwest Section.

Regardless of this growth, our total membership remained nearly constant — June, 1952 - 1133; June, 1953 - 1102; and June, 1954 - 1151. However, by September 1, 1954, our goal of 1200 members was accomplished for our Silver Anniversary year.

Our News Letters, edited by Ruth "Toni" Jacobson, were reported to have cost \$983.44 or about \$.85 per member during the year. This was considered too costly so it was proposed and passed that the organization return to second class mailing of domestic News Letters and to first class to other countries.

Several major changes too were made in our Constitution and By-Laws. They were: Committee to Read and Approve the Minutes made a permanent committee; future Nominating Committees to consist of five members representing different parts of the country and elected by direct ballot; and all resolutions to be submitted to the Resolutions Committee for recommendation before presentation to the delegates at future international meetings.

Thus ended a very outstanding convention.

One of the most important decisions of the 1954-55 period resulted in the establishment of our Ninety-Nine Headquarters at centrally located Will Rogers Airport in Oklahoma City, Oklahoma. This was brought about by the resignation of Alice

Klutas who had handled our headquarters work since 1951 in New York.

To defray the expense of establishing and maintaining our new Ninety-Nine office, publishing our twelve page News Letters (\$1,423.72), etc., the Executive Committee suggested that our dues be raised to \$10 per year; initiation fee, \$5 per year; and reinstatement fee, \$3 per year. These failed to receive the required two-thirds vote to pass at our International Convention in Springfield, Massachusetts, July 8-11, 1955. Nevertheless, it was decided to go ahead with our new headquarters based on a budget showing a membership of 1,200 and \$6.00 per year per member dues. Two rooms were available at Will Rogers Airport for \$25.00 per month and the possibility of sharing secretarial help and expenses. Outgoing President, Geraldine Mickelsen, was appointed to assume headquarters responsibilities until an adequate set-up could be made.

Some other important Executive Board approvals dealt with the return of the News Letter to first class mailing; the delay of the July issue of our News Letter to allow for convention news; a combined August-September News Letter with a publication

date of September 1 to coincide with our fiscal year; July 1 of preceding year as deadline for International Convention bids; boundary outline for Chicago Area, securing of adequate mounting and insurance for gifts from Mrs. Earhart; authorization of \$24.00 to purchase photographs of Amelia Earhart; a proposed bill by Senator Frank Carlson (Kansas) requesting issuance of memorial stamp of Amelia Earhart; and appointment of a temporary committee to draw up Standard of Procedures for officers and chairmen.

The resolution to have an AWTAR Ways and Means Committee Chairman for sections and chapters was defeated. This came as a result of the AWTAR Board expressing its appreciation for the fine spirit behind the resolution but preferred that fund raising be on a voluntary basis.

The San Diego Chapter with its \$250.00 rummage sale profit became the first chapter to reach the national goal of \$5.00 per member for AWTAR; Fort Worth Chapter, second.

During the course of the business meeting, it was brought out that 79 delegates were present, we had 55 active and 9 inactive chapters; our membership was on the increase; our savings amounted to \$9,884.00; seventy-six air markers had been completed; the members urged to support the work and attend the meetings of the National Aviation Education Council; contribution of \$2,147.70 to 1956 AWTAR; and the Washington chapter split into East and West Washington Chapters.

As always, one of the highlights is the awarding of our Amelia Earhart Scholarship. Lucille Cheatham or "Susie" of the Kansas Chapter was typical of the deserving girls who have received this award. During the past four years, she had made aerial drop deliveries of the Winfield Daily Courier to eight towns over a 125 mile cir-

*continued on page 32*

## Contest Committee

By Ellie McCullough, Chairman

The Contest Committee has received many comments on our first report published in the 99 NEWS. Everyone appears anxious to abide by the rules and we'd rather receive inquiries concerning events that do not come under our jurisdiction than not be aware of some that should have had 99 endorsement. In some cases, only 99 Insurance is required. Nevertheless, the response has been great and we are delighted to update our list of "Approved Races".

Event	Chapter or non-99 Organization	Date Scheduled
Approved		
VIXON FRISK	Orange County Chapter	March 24, 1973
FRESNO 400 Men's Race	Fresno Chapter	April 28, 1973
IAR (Angel Derby)	Florida Women & Pilots Association	May 7-15, 1973
TUCSON TREASURE HUNT	Tucson Chapter	May 11-13, 1973
AWNAR	New England Section	May 19, 1973
ILLI-NINES AIR DERBY	Chicago Chapter	May 25-27, 1973
GARDEN STATE 300	Garden State Chapter	May 27, 1973
MINI-DERBY	Golden West Chapter	June 30, 1973
AWTAR (Powder Puff Derby)	AWTAR Board	July 9-18, 1973
FAIR	Indiana Chapter	September 15, 1973
SMALL	Michitan Chapter	October 5-7, 1973 (date only)
AWTAR (28th Powder Puff Derby)	AWTAR Board	July 1-10, 1974 (date only)



# The International Women's Air and Space Museum Report

by Doris Renninger

In the January, 1973, issue of the AVIATION EDUCATION NEWS BULLETIN there is a profile regarding the National Air and Space Museum of the Smithsonian Institution in Washington, D.C. Mr. Louis Casey, Curator of Aircraft at the Institution, and an advisor to the International Women's Air and Space Museum, tells of their education activities, from tours for students through their excellent exhibits, to their assistance in research for undergraduate and graduate students. Their curatorial staff has provided lectures on the history of flight and have taught the fundamentals of flight in an experimental education program in the District of Columbia. All I could think of as I read this Bulletin was that one day, in the not too distant future, such articles will be written about the International Women's Air and Space Museum of the Ninety-Nines, and that it too is a "MUST" to be visited.

We are now three years and four months in the planning stage. Hopefully our project can become a reality by the end of five years. At that time students will have access to material in a research area; there will be aircraft, associated with women pilots and other artifacts on display; a restoration area; and a theater type lecture hall. There our Ninety-Nines' talents can be utilized by providing lectures on the fundamentals of flight, safety seminars, programs on aerospace education — so many possibilities. Ninety-Nine offices and Conference rooms would be part of the Museum complex. There would also be a sales area from which sustaining funds could be derived. Our Museum is envisioned as being unique, appealing and sufficiently different to arouse the interest and excitement of our youth. A place to be enjoyed by all. To such exposure, dreams are made, new women pilots are born.

But, back to today and the exciting accession by the Ninety-Nines Museum Trust. Your Museum Chairman, B. Steadman, has negotiated with the American Library Services for the numerous boxes of files, scrapbooks and books of Charter Member, Ruth Nichols. This acquisition complements the Ruth Nichols material, "rescued" by the Connecticut Chapter. For our younger members, Ruth held world altitude, speed and distance records for women, all in 1931. Her attempted solo flight across the Atlantic in 1931 ended in a crack-up in Saint John, New Brunswick, Canada, but from this flight we have her flight bag, with maps and equipment, (even good-luck charms, sent by well wishers). A telegram from Amelia Earhart to Ruth, dated June 25, 1931, reads: "Don't feel too low over crackup. Tomorrow it will be forgotten and you can carry on, to bigger and better flight projects. Hope you are not hurt." A.E. In the files are a number of the original questionnaires sent to the Charter Members of the Ninety-Nines — very much like our questionnaires, before we went to data processing. To this writer, it was impressive, the complete files that Ruth had kept, letters, telegrams — even cards from flowers, with

copies of her letters of acknowledgment attached. The thoughtfulness of her replies to young girls who wrote, and were interested in becoming aviatrixes, and to others, showed Ruth to be a very kind and helpful person.

To those who have aviation material, artifacts and memorabilia of women pilots and wish to donate them to the Museum, please, if material is sent to Ninety-Nine Headquarters, mark it FOR MUSEUM, and make two (2) 3-x 5 cards showing: (1) Donor, (2) Item, (3) Approximate value, (4) Date of donation, (5) Description of material. One card should be addressed to Museum Trustee, Pat McEwen, so she will be informed as to what will be arriving at the Museum. The other card should be addressed to Curator, Page Shamburger, for the master file.

Now to specifics. Articles of interest that our members might have in their files and would donate to the Museum: In 1953, the Ninety-Nine Newsletter told of Dr. Roland Spaulding, speaker for the 50th Anniversary of Powered Flight, in New York. It told of the New York/New Jersey Section members being so happy to receive a newspaper made up of the first pages of the New York Times, from 1903 to 1953, which related the historical facts in aviation. This was prepared for American Airlines in commemoration of the 50th Anniversary of Powered Flight. Does anyone have a copy of LIFE magazine, December 7, 1953, with the article, "The Day That Man First Flew," by Ernest Hever-



Doris Renninger, Vice-Chairman, International Ninety-Nines Museum Trust.

man. It contains an article about Ruth Law and her aerial exhibition, which included racing with autos. In the same magazine, there was a picture of first plane parachutist, and read: "Georgia (Tiny) Broadwich was only 19 years old, in 1913, when she became the first person in history, man or woman, to parachute from a plane." The third article of interest is contained in the National Geographic, December, 1953 issue, that ran an article entitled "Aviation Looks Ahead on its 50th Birthday," by Vice Admiral Emory S. Land, U.S.N. (Ret.) This article began with the Wright Brothers and covered the 50 year span. It would be excellent reference material.

## NIFA NEWS

by Fran Sargent, Chariman

It's time to announce the "Dean's List"! The following chapters and sections have contributed to the National Intercollegiate Flying Association Trust Fund or to local NIFA teams between March 1972 through March 1973. For this special effort they are recognized just as the students who put an extra effort into their school activities are honored. It gives me a great deal of pleasure to submit this list on behalf of NIFA as a way of expressing appreciation.

**Kansas Chapter, Eastern New England Chapter, Dallas Redbird Chapter, Golden Triangle Chapter, Mississippi Chapter, Long Island Chapter, Carolina Chapter, Florida Sun Coast Chapter, Indiana Chapter, Tennessee Chapter, Great New York Chapter, Florida Goldcoast Chapter, Washington, D.C. Chapter, Michigan Chapter, Northwest Section, Idaho Chapter, Colorado Chapter, Greater St. Louis Chapter, Cape Girardeau Area Chapter, Oklahoma Chapter, All-Ohio Chapter, Wisconsin Chapter, Quad City Area Chapter, Nebraska Chapter, and The Ninety-Nines, Inc.**

All Ninety-Nines contribute through their membership to this project since our International budget includes a donation and a trophy for the Women's Achievement Award. This is one of our most important projects in promoting aviation. Be proud of

the part you have taken as a Ninety-Nine!

I am especially proud of the Chapters in the North Central Section and Pat Domas who has encouraged each Chapter to contribute. The results have been fabulous and the 100 per cent goal is close to being a reality. In addition to the monetary contribution this Section has the Indiana Chapter who helped so tremendously with the Meet at Purdue University in 1972, and now the Cape Girardeau Chapter which is working so closely with Southern Illinois University for a successful "Tournament of Champions" this year. Lois Feigenbaum has been a real "spark-plug" in assisting the Host team coordinate activities where the Ninety-Nines can help.

The Florida Goldcoast Chapter is also to be especially congratulated for their individual effort to sponsor NIFA. We are all pulling for our Broward Community College team at the Meet. To show their interest, the members contributed by individual donations \$64.00. Even though it is my Chapter, I just have to brag on them. I had told them I would match donations they made, but thank goodness they didn't hold me to that.

If your chapter has helped in any way with your local NIFA group, please do let me know so it can be included in the NIFA annual report.



# NEWS BRIEFS

## Attention All Governors

Please notify International Headquarters regarding all new Section Meetings, as soon as possible. Include date, place, and pertinent information.

## Attention All Members

When corresponding with International Headquarters, please use your number above your name in the roster.

## NOTAM!

Headquarters Supply of Rosters Is Exhausted.

## NOTAM

First Airplane Ride Cards from the Las Vegas Valley Chapter will hereafter be sold 10 for \$1.00. Please note this change in your roster, page 301. Write: Las Vegas Valley Chapter

Elizabeth Heller, Treasurer  
5212 W. Oakey Blvd.  
Las Vegas, Nevada 89102

## Committee Chairmen And News Reporters

### NOTICE

All copy is due the Editor on the 1st of each month for the NEXT month's issue; Only exceptions — July 1st copy is for the August-September issue, **so there will be no**

**August copy required;** (September 1st copy will be for October issue as usual.) No copy will be required for January 1st; however, **February 1st copy will be for the February-March issue.** Refer to the January issue, 1973, for the complete list of deadlines. Limit your copy to 2 pages, or less, typewritten only, double spaced. Caption glossy photos with names, L to R, titles, chapter names etc. Don't let us guess ... Leave out editorializing, such as expressions of congratulations, or other things which would be better in your local news-letter. This self-editing by reporters will help confine their columns to things of real interest to all 99s, and give us much-needed space for articles of value to us here or abroad.

## Arkansas 99's Host Spring Meeting

by Cary Hunt, Reporter

Arkansas 99's were hosts for the spring meeting of the South Central Section with Southeast Section as invited guests at Little Rock March 30-April 1. In spite of the inclement weather, 174 members attended. Headquarters was the Holiday Inn with activities of horseracing at Oaklawn Park and a cocktail party afterwards at Chairman Ruth Gray's home. The Saturday brunch with 99 International Officers attending, included an informative speech by Bea Steadman on the Museum. The afternoon acrobatic show was cancelled due to turbulence. For the Saturday evening banquet, Arkansas folk-humorist "Honest John" Pride was the speaker. A fly away breakfast was held on Sunday.

*continued from page 7*

**tigo."** This occurs in some individuals when they fly while suffering from a head cold or similar condition. When a blocked eustachian tube suddenly opens, the slowly developed pressure differential in the middle ear is permitted to dissipate rapidly. This causes a mechanical stimulation of the organs of the inner ear and produces strong sensations of spinning and motion sickness during ascent and descent. The danger of pressure vertigo is that it occurs suddenly, may persist for 10 to 60 seconds, and is apt to occur during a critical time in flight — while the aircraft is either gaining or losing altitude rapidly. Another episode is likely to result at a later time if the affected person again flies with a cold.

The **oculogyral illusion** occurs most often at night. In darkness a weak stimulation of the vestibular system causes strong illusions of apparent motion which persist after all other sensations of the rotation have disappeared. A target light fixed in front of an observer seems to rotate with the observer with acceleration and also during and after deceleration. Oculogyral illusions can be observed in the cockpit during Coriolis stimulation, spins and the like. The presence of the target light reinforces the false sensation of spinning in the opposite direction after the cessation of prolonged spinning or rolling maneuvers. (To be continued)



South-Central-Southeast Sections banquet in Little Rock, Ark. March 31, 1973—left to right: Ruth Gray, Section Meeting Chairman; Kay Newth, Arkansas Chapter Chairman; Brenda Strickler, South Central Section Governor; International Officers Susie Sewell, President; Mary Nees Able, Secretary; Virginia Britt, Vice-President; Cy Beers, Southeast Section Governor.



Amelia Earhart Memorial Scholarship Trustees of the Ninety-Nines take a break from deliberations during their semi-annual meeting at Phoenix, Ariz., March 2-4, 1973. L to R: Jean Pearson, Vice-Chairman; Alice Hammond, Permanent Trustee; Broneta Evans, Secretary and Permanent Trustee; Iris Critchell, Treasurer; and Alice Roberts, Chairman.



## Australian Section

### Christine Wills, Reporter

Welcome! to our New Member Carolyn (Peggy) Sinning expatriate American, now living in Perth, Western Australia. Peggy and Irene Hooper flew with Rosemary dePierres in the BP Weekend News Air Trial in W.A., and not Robin Miller, as I mentioned incorrectly in an earlier News. We hope to see Rosemary and Robin team together in this year's AWTAR.

Our very best wishes to Edith Dizon on her engagement to Mr. Raymond Fitzsimmons.

Edith Denny and her husband visited Sydney from Canada. Helen Blackburn entertained Muriel and Don Tucker in Sydney and Canberra. Muriel is Secretary of the B.W.P.A.

Our Section is delighted that Rosemary de Pierres name has been placed on the 1973 International Ballot as our nominee for the International Nominating Committee. We strongly recommend you to support our nomination, as Rosemary is a very fine and active Member and is serving her second term as Governor of our Section.

At our Sectional, we look forward to hearing of Nancy Walton's visit to New Zealand; where she saw Ena Monk at Rotorua.

We are proud of—

Bozena Vrla who came 2nd in the Royal Aero Club of N.S.W. Spot Landing competitions.

Ruth Hodges who won the Ladies Oak Day Air Trial in Melbourne.

Cheerio for now.

## South African Section

### Yvonne van den Dool, Reporter

News snatches — Maryna Hyland of Ficksburg, and 49 1/2er Ivan have just returned from a skiing holiday in Switzerland. Molly Lowe's holiday was spent in Hong Kong. Merle Ball of Durban is at present in Wichita waiting to return to South Africa in a Dakota. Vice-Governor, Lo-an Roux has just returned from a vacation in South America. Ann White, our Governor, recently entertained Nell Brown from Orange County U.S.A. Also Peggy and Bob Mayo were V.I.P. guests at a braaivleis (barbecue) in Durban recently.

In spite of the fact that all private flying has been stopped in Zambia, our Zambian member, Wyn Kearns managed to complete her APT test. I hear that this was quite an accomplishment under the strict "no flying" regulations. Good show, Wyn! Auriel Miller of Natal has been elected chairman for the Air and Space Museum for this Section.

Our newest member is Anneliese von Baum of South West Africa. She writes: "My home language is German, but I grew up in South West Africa and rounded off my schooling in the Republic of South Africa. One day I was invited for a flip in a Cherokee Six. During the flight I was bored to death and just to do something I asked silly questions in the fashion of 'What is this? What is that?'. The pilot mistook this for genuine interest and invited me to 'fly' the aircraft. Somehow the bug bit me there. After this my story was different. My husband and I bought a Cessna 182 that same year and did the Private Pilot's test in

# Chapter Reports

December 1969. Being the most northerly Volkswagen dealer, the aircraft comes in handy for dealer meetings held in the Republic of South Africa.



Anneliese von Baum, 99 from South West Africa and a new member of the South African Section

"In August 1971 we bought an Aeronca Champ which we will now sell as my husband has bought a Cherokee 140." Anneliese has three daughters and a mother-in-law who looks after the children while she and husband Klaus are attending VW dealerships in Oljivarongo and Tsumeb.

Charmaine Klaue of Blomfontein came third in the Free State Championships (men and women), and Lo-an Roux was third in the Natal Championships (men and women), so they both represented their provinces in the National Championships and therefore both received their Provincial colours for flying. Lo-an Roux then proceeded to show the men and took third place in the National Championships, and top woman pilot. Lo-an is our Vice-Governor.

Jeanette Fraser-Jones is the first South African woman to carry out a Trans Atlantic crossing from the States to South Africa, her main reason being that she needed more hours. Instead of flying around the local area for forty hours, she proceeded to do a multi-engine rating on her Baron ZS-LMA and awaited news from Wichita of a B 58 to be flown back to South Africa. She writes "when this arrived, John Atherstone (ferry pilot) and I left for the States — spent several days in Wichita, flight testing the aircraft, checking tanks etc., and visiting our friends at Beech.

"We flew home via the regular ferry route — Wichita — Portland — Maine — St. John's — Newfoundland — Santa Maria — Azores — Vila Cisneros — Spanish Sahara — Abidjan — Ivory Coast — Luanda, Angola — then home to Rand Airport, Germiston. I was disappointed not to be able to photograph Ocean Station Delta 9 in mid Atlantic, but we were over cloud — the occasional glimpses we had of the ocean, it looked so choppy, I didn't think it looked a great day for swimming.

"When we arrived at Santa Maria there was a beautifully equipped Cessna parked next to us. It would be flying the Atlantic the next day — the other direction. Guess who? John and Esther Williams (East Canada Section)." 99s are to be found everywhere, it seems.

Be an APT  
Aviatrix!

## South Central African Section

### Val Humphreys, Reporter

We have the pleasant task of welcoming another new member. She is Irmgard (Kuchi) von Georlach, a grade II instructor from Port Elizabeth and who is at present doing a senior comm. course in Johannesburg. Keep it up girl — ATR next?!

Our APT chairman, Brigitte Hilderbrand, and her husband Klaus flew up to Rhodesia in two separate planes, taking a total of 8 passengers with them in a Cherokee six and a Cherokee 180. They visited the Zimbabwe ruins at Fort Victoria and then flew on up to Victoria Falls — Africa's greatest. Brigitte says the weather was unpredictable and that out in the bush isn't easy to cope with — No VORs and very few NDBs. She also mentioned hearing from Helene Robertson in Botswana who is our first APT. She too had a flight to Rhodesia — in a Cessna 185 and now has arrived at the magic 200 hour level.

Sue Kaluza is very interested in Aviation Law and particularly in comparative aviation law, so she is really the person to contact if you are planning a holiday in Africa.

Val Humphreys took part in an air nav. rally again — this time without her husband and managed to scrape a fourth place — seems the menfolk have their uses!

Once again I'd like to extend an invitation to any Ninety Nine planning an African trip to contact us and we'll do all we can to help you enjoy your stay.

## British Section

### Pat Richardson, Reporter

The flying activities of the Section have been restricted due to our usual low cloud and rain which seems to hang almost permanently over Great Britain during the winter months. However we have recently had some very spring like days which enabled us to wheel aeroplanes out of the hangars.

We had our first flying meeting of the year last weekend. As the theme for the year is Flight Safety, our very hard working Gov., Freydis Sharland, arranged a clinic at Oxford Air Training School in preparation for the Air Race in June. The weekend was spent in learning air racing techniques both in the lecture rooms and in the air. At least those of us who have not raced before now know what we are trying to do!

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## East Canada Section

### FIRST CANADIAN CHAPTER

**Barbara Brotherton, Reporter**

Spring is here and flying weather might stay with us longer than a day at a time. I can see why the ancients held the rites of spring. We have our own version in Canada everyone departs for the South during spring break at school.

It is hard to find someone to talk to about 99 news but there are a few interesting items.

Joan and Ernie Chilcott went South a bit earlier than most via 172 the end of February. They were weathered in in Buffalo and then caught up with that unseasonal snow storm that hit the Carolinas. Over-flying the airport at Columbia, South Carolina, was necessary because the runways were being cleared of snow. Joan said it was an unbelievable sight, all sorts of people out with shovels and brooms!

Edith Denny is always doing something interesting, this time she had a half hour at the controls of a Goodyear blimp doing turns, descents, climbs and, of course, straight and level. She now has about 37 hours blimp time.

Judy Johnson and husband Dave have sold their fixed base operation at Guelph Airpark, and are no longer associated with the Airpark in any way. We miss them, but Judy and Dave are pleasure flying only now out of Brampton Airport. She may find a new member or two out there.

Our bouquet of the month goes to Edna Joel, a new member who has taken on the job of Chapter Publicity Chairman. Edna has an interesting background, she is a dog show judge and dog trainer, as well as having done public relations before.

Get ready for our great air-marking project in June, one of the happiest meets of the year.

### MONTREAL CHAPTER

**Micheline Riddell, Reporter**

Well, here we are again! Spring has finally arrived according to the calendar, and the floods. This is the time that all eyes are turning towards the skies, and our imaginations are taking flight.

In Montreal we have been very busy. All our members have received their APT forms and these should be signed and coming back in very shortly.

Two of our girls have achieved new ratings. Our congratulations go to Betty Issenman who is now an IFR pilot as of March 21st, and your reporter now has her multi engine rating!

Received a letter from Molly Ashworth, our 99 from the Maritimes. She forwarded a letter to us from a Halifax, N.S. girl who brings the good news that we may have a Maritime Chapter before long. Molly is quite a busy girl. She just finished teaching flying scholarship to the cadets. They all passed! She is also taking a night course in French and a ham radio course. So, between her flying, teaching, her courses and her home, I would venture to say that she is a bundle of energy. We have also heard from Bev Sanders, our 99 who is now teaching in North Carolina. She is doing very well. We sure were glad to hear from her.

Our chapter officers will remain for a second term. The Public Relations office will be deleted since our P.R. girl, Lydia Sperlich, has moved to New Delhi. These duties will be absorbed among the other officers.

Our April 24th meeting was at the Montreal International Airport. Once again Mr. Foster Richardson of the Regional A.T.C. School was our host. Fascinating films, "Sign Post Aloft" and "Air-Ground Communications Failure" were shown plus a tour of the tower, radar control and meteorology.

## West Canadian Section

### ALBERTA CHAPTER

**Eleanor Bailey, Reporter**

Spring is springing, and the urge to fly again after a long and dreary winter is emerging. Our March meeting was held in Calgary, with about 12 present, including two guests. Following the business meeting, we met at the shop of Mr. George Munroe, who does engine overhauls etc. He very kindly explained the more common problems encountered with aircraft engines. We toured the shop and had ample opportunity to ask many questions. A very enlightening day!

Plans for the future were discussed, and the possibility of running a survival course on actual location in bushland is being looked into. The Canadian Armed Forces do give this course, and Chapter Chairman, Elaine Wright is most anxious for all mem-

bers to take part if arrangements can be made.

Western Canadian Section Governor, Anola Laing told of the forthcoming Spring Section Meeting set for Winnipeg in May. The program sounds exciting, and I am sure many of us are looking forward to the 700 mile cross country flight to polish up winter's rusty habits. It will be a great opportunity to visit with our sister 99's from the various chapters in the section.

## South Central Section

ARKANSAS - COLORADO - LOUISIANA  
KANSAS - NEBRASKA - NEW MEXICO  
OKLAHOMA - TEXAS

### ALBUQUERQUE CHAPTER

**Becky Lutz, Reporter**

Plans for the PPD "must fly-by" in Albuquerque have dominated much of our time this last month. The following committee chairmen are already busy at work: Transportation and Housing, Roz Kinlen; Publicity, Eleanor Sanchez; Leg Prize, Kathy Fox; Hospitality, Donna Denton; Program Sales, Rita Elliott; Operations, Claudia Beckner. Timers are Peg Noltensmeyer, who will come from Wichita especially for the occasion, Joy Feak, and Maynard Perez. Becky Lutz is race chairman and Johnny Hickey is vice-chairman. All the gals are busy doing "their thing."

Race headquarters will be at Cutters. For Virginia Cutter, a charter member of the ABQ Chapter of the 99's, this will be the twelfth Powder Puff Derby race that she has hosted!

APT chairman Maynard Perez presented APT pins to twelve deserving girls at our last meeting. Maynard, a past president of our group, comes all the way from her ranch in Vaughn to attend our meetings. She is another one of our members who belongs to a flying family. Pilots also are 49-1/2er Eugene and son Geno.

The ABQ Chapter had two representatives at the South Central Section meeting in Little Rock — Johnny Hickey and Maynard Perez. Welcome to new member Mickey Collins. Her husband Gene is associated with S&W Aviation.

We're looking forward to helping the State Department of Aviation with the week-long AOPA-New Mexico Air Tour being planned in October. Our second safety seminar of the year was held on April 18 at the El Nido Restaurant in the Los Lunas-Bolen area. Speakers included Roger Mitchem, Accident Prevention Specialist, Jim Brewer, and Dr. L.A. Snyder, Regional Flight Surgeon. Guests registered for door prizes and the GAMA Sweepstakes.

June is Aviation Month in New Mexico. Eleanor Sanchez and Becky Lutz represented the 99's in a series of planning committee meetings. This committee represented the various segments of aviation including the F.B.O.'s and the many different aviation groups in the area. Concrete plans for a joint effort to bring aviation to the attention of the public will be finalized at later meetings.

Flying Activities: Joyce Buehler reports a ride at last in a 1949 Bellanca. Becky Lutz goes VFR on top to Trinidad, Colo. with brother Manuel Garcia. Roz Kinlen and 49-1/2 Jim fly commercial to south of two borders — Yucatan. Claudia Beckner, in addition to instructing, ferries Bonanzas to Wichita and Phoenix.



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## COASTAL BEND CHAPTER

Barbara Corley, Reporter

Coastal Bend had its rummage sale on March 17th at Rawhide Aviation, Yoakum Municipal Airport. Our thanks to Louis Travland, FBO and instructor, for his loan of the hangar and his support for our project. Katherine and A. J. Caraway organized the sale and our special thanks to them for all the time and effort they put into the project. Coastal Bend members in attendance were Katherine Caraway, Elizabeth Morris, Vel Kiker, and Barbara Corley.

Eliz Morris had many events to report. She and 49-1/2er Charlie operate Beeville Municipal Airport where the VA School for Veteran Flight Training is now in progress. They also operate the Kenedy Airport and are planning to move to Beeville this spring. Big travelers, the Morris family. Edward, the younger son, won the Colgate-Palmolive "Tackle America Problems" essay award and, therefore, a trip to Washington D.C. for the inauguration ceremonies. Also, Eliz has boosted our APT list to six!

February 2nd-4th found Vel and Harold Kiker at the International Flying Farmers Winter meeting in Fort Worth. Vel presented her poem, "Claim to Fame", at the banquet and Harold was elected to serve as one of the two District 5 Directors of the Texas Chapter.

In December, 1972, Delores Zuck, member of the Coast Guard Auxiliary Flotilla 65, received the recognition of being the first woman pilot certified by an auxiliary unit in the 8th Naval District. Delores also holds the positions of Flowac and Materials Of-

ficer. Archie Mercer, Flotilla 65 member, received recognition as being the second woman pilot certified by an auxiliary unit. We are quite proud of them!

Happy flying and get APT!

## CHAPARRAL CHAPTER

Mary De Kinder, Reporter

We have learned a lot this month from a few meetings other than our own:

Pauline Hall and 49-1/2er Milton gained information on engines which could help them (as airplane owners) at a seminar for airplane mechanics sponsored by El Paso GADO and presented by Mr. Ken Gannen from Continental Engine Corporation. His presentation was "Getting Most Service from Small Aircraft Engines."

Connie Rose and I attended a Las Cruces Civil Air Patrol meeting March 1 during which the CAP held a critique of their Mission (search) 43-018 which involved a plane missing en route from El Paso to Roswell, New Mexico. The critique was fascinating and we were reminded of the sudden vicious winds around the Guadalupe Pass in the Guadalupe Mountains of Southern New Mexico. (Hank Hallinan and 49-1/2er Jim were reminded more physically of said air currents around the Guadalupe as they returned to Las Cruces from Abilene, Texas, in mid-March, on a clear day, at mid-day!

Our chapter raised approximately seventy dollars March 27 by giving a dessert-card party. We furnished cakes, coffee, cards and door prizes, and the Las Cruces Country Club donated their ball room and tables for an evening of fun. Marge Blue was the very able director of the project.

## DALLAS CHAPTER

Judy Cobb, Reporter

The Dallas Chapter dinner meeting in March featured a program on the Bahama Flying Treasure Hunt presented by Jerry and Maurice Melton. The Bahama Tourist Bureau assisted by providing a beautiful film "Fly Away to the Bahamas" and an attractive selection of literature on Private Flying in the Bahamas. Jerry and Maurice told of their own personal experiences in flying their first Treasure Hunt and their first trip to the Bahamas. To quote a Bahama Press Release Maurice Melton was so exuberant when he finished burning 250 gallons of fuel during 2-1/2 days of Treasure Hunting, he blurted "I am not a wealthy man but I wouldn't trade this trip for any trip I have ever taken. We loved every minute of it." Lou Ellen and Louis Foster, of Wichita Falls agreed. Lou Ellen and Foster brought with them some of the film they took while in the Bahamas and they were as beautiful as that provided by the Tourist Bureau. We were happy to see Jackie Mills, Marge and Elmer Watson, and Linda Thomas and husband at our March meeting.

The award for the regional "Instructor of the Year" was given at a dinner sponsored by the 99's and the FAA on March 23rd in Arlington. The Dallas Chapter was represented by Lou and Rod Marquess, Tanya and Clyde Thornton, Sue Maddock, and Betty and Posey Hundley.

Tanya and Clyde Thornton, Jerry and Maurice Melton, Martha Ann Reading, and Edna Wright flew to Spring Sectional in Little Rock.

The April Meeting has been moved up a

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Robert Ruark

On a safari slipstream across the sky . . . Africa unfolds. From "E'Goli" — the Golden City — Johannesburg, to Africa's greatest natural show on earth — the wild game country of Botswana where herds of elephant, buffalo, zebra, carve a thousand gametrails across the bushveld. Africa's living theatre seen from a seat in the sky. Camp-fire at Savuti where the sunset speaks in sounds of silence.

Setting course to the Zambezi, glide-slope to "The smoke that thunders" — the Victoria Falls. Through a gateway of rainbows to where the mighty river is held captive, tamed by Kariba's concrete and steel, a man-made

engineering marvel born of Rhodesia, pioneer land-locked in the bosom of Central Africa, where the mystery of the Zimbabwe ruins poses a question in the sands of time.

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week (to April 12) so that our traveling members can be present and not have conflicting interests during Easter Vacations.

Happy Flying ... Safe Flying ... From the Dallas Chapter.



Hosting the FAA/GAMA Safety Seminar at North American Rockwall in Dallas are (left to right): Betty Hundley, chapter chairman; Jerry Melton, Dot Warren, Aerospace Education; and Tanya Thornton.



The Lovely Site Created by Jerry and Maurice Melton as they returned to Nassau Airport after the Treasure Hunt. Rows and rows of small private aircraft (about 110). The contestants all received royal welcomes as they arrived to register for the race and again as they deposited answers to the aerial photographic clues with hunt officials.

#### FORT WORTH CHAPTER Auleen Hall, Reporter

Our first Fly-In date of the year scheduled for Lake Murray, Okla. dawned with marginal weather. The Dallas and Golden Triangle Chapters were invited to join us. Five airplanes left for a noon ETA but got only as far as Denton, Tx. where they all landed and had lunch together. Those flying that day were Nancy and Jim Armstrong of Fort Worth Chapter. From the Golden Triangle Chapter were Linda and Ben Hooker with guests Margaret and Bill Blote, Norma Jo and Wayne McCarrel and Helen and Tom Wells in two 150's. Tom took two of their children in one 150 and Helen took the third child with her in the other 150.

Our rain date the following Sunday, we had 15 make it to Lake Murray where we enjoyed beautiful scenery, good food and hospitality and interesting conversation. On this trip we had Juanita Waddell, Auleen and Al Hall, Betty Jo and Joe Parsons,

Betty and Walt Plummer, Nancy and Jim Armstrong with guests Merge and Roy Watkins and Gladys and Ernie Latham with guests Elaine and Allan Adams.

Bonnie Hyson has acquired another 150 and a helicopter, but with inclement weather and her being busy taking night courses, she has had no time as yet to fly them.

Carolyn Merrithew is busy with flying, scheduling, billing and many other duties with Planes and Pilots organization at Meacham Field. The Fort Worth Chapter, along with Dallas and Golden Triangle Chapters, assisted the FAA with the first annual Flight Instructor Award Banquet at the Arlington, Texas Country Club. Twelve District and one Regional winners were honored. Participating from the Fort Worth Chapter were Betty Parsons and Tony Page. A successful turnout of about 200 enjoyed M.C. George Haddaway, Ed. and Pub. of Flight Magazine and guest speaker, James W. "Pete" Campbell, National Coordinator of the Accident Prevention Program. Presentations were made by Henry Newman, Director, FAA-SW Region.

#### GOLDEN TRIANGLE CHAPTER Carol Callan, Reporter

It's the flying time of the year again which means, in addition to flying, it is a good time to catch up on some new FAA rules and regulations and also attend local Safety Seminars. The local pilots in our area must agree with this because at the March Safety Seminar at UTA which our Chapter co-sponsored, more than 200 pilots were present.

Due to the beautiful weather that comes with March, many of our members were able to attend a fly-in to Carswell AFB and a tour through the Physiological Training Course. The course is beneficial in realizing one's limitations while flying and highly recommended.

The Flight Instructor of the Year Awards Banquet was held at the Arlington Country Club and local 99 chapters in the Dallas-Ft. Worth area were asked by the FAA if they would assist them in hosting the affair. The help of all who participated in this program was greatly appreciated by the FAA. It was the job of each 99 to introduce the instructor she was acting as hostess for and to also help with the numerous jobs that go along with a banquet.

Pat Chester, building time in a Bonanza, flew to Lawton, Oklahoma and Little Rock, Arkansas — Jo McCarrell and her 49-1/2er flew to Arkansas several times and Carol Callan, 49-1/2er and family made their return trip from Florida to Greater Southwest.

Is an Instrument Ground School hard? Ask Dottie Carmichael who is attending a ground school at Tarrant County Jr. College. We'll be announcing a new instrument rated pilot in the next few months.

#### HOUSTON CHAPTER Ann English, Reporter

It seems that "dinner" is the secret word. Thirty-eight attended the March meeting at Bill Bennetts Restaurant. At the business meeting following T-bones, it was voted that all meetings will be of the dinner type until the '74 Spring Sectional. Not only is this a delightful way to get together but a painless way to raise money.

Zipora Alterman, a Member-at-Large from Savyon, Israel, was recently here lecturing at the University of Houston. Though her schedule was busy, she had some free

time over the week-end. Mary Able, Adelle Baker, Alice Seaborn and Sally Cox brunched with her at Brennans on Saturday. Sunday, Mary checked her out in a Cessna 150 and a Cherokee 180. Following the check rides, Sally flew right seat and acted as guide for her on a tour over the Houston area.

Monty Maylander, a former member of the Houston Chapter, her husband and one child were killed in a plane crash at Oklahoma City.

The Houston Chapter welcomes new member Judy Roeder. — Billie Wyche has been nominated "Flight Instructor of the Year" of the Southwest District of FAA. — Mary Able attended the Executive Board Meeting in Oklahoma City in March and plans to attend the one scheduled April 17-19 — On April 14th, M. Able Aviation celebrated its first birthday and in that time grew from one plane to five. — Betty Frits is heading the committee for the Beaumont stop of the Intercontinental Air Race in June. — A long list of chapter members attended the Sectional in Little Rock. — Happy flying to all.

#### KANSAS CHAPTER Dorothy Barker, Reporter

The Kansas Chapter celebrated their 22nd birthday on March 10 with a grand evening at the Candle Club in Wichita. The food was really good and we even had birthday cake. Each 99 brought a picture of herself at age 22 years (or 22 months if you weren't that age yet) and each member was to guess who each one was. It was interesting to see what our fellow 99's looked like as a younger version. Garnett Nance guessed every one. We danced to the music of a very talented youth group from Denver, called the Fawn. Several of our members nearly had to come by boat due to recent heavy rains.

Elizabeth Riggs and Charlotte Parker passed their instrument written and will soon be taking their check rides. Eleanor Knott is also working on her instrument rate.

Kansas 99's are presenting a Pilot Education Clinic on April 26 with a lot of good speakers lined up. Many of our girls have really been working very hard on it — Pat McEwen, Marilyn Copeland, Kay Weber, Judy Calbeck to mention a few. Mary Aikins has been doing some posters for the clinic.

Garnett Nance, Arline Dando, Mary Aikins, and Elizabeth McCreight went to Liberal, Kans. last week and met with Donna Shirley from Dodge City, Darlene Broliier from Moscow, Lone Shore from Johnson, and Grace Crist from Garden City for more planning of the Liberal PPD stop. I mentioned three of our Liberal timers last month and I forgot to mention that Mary Aikins is our chief timer and Hazel Guy is her assistant. As you can tell, I haven't been a journalist too long. Sorry Girls. Our stop chairman is Garnett Nance and Arline Dando is co-chairman.

I received our copy of the Aloha Chapter newsletter and there was a picture of our gal Pat McEwen. Pat was a visitor to Hawaii recently and the Aloha Chapter gave a dinner party for her. She reports she had a lovely time. Pat also went to the 99 Museum Board meeting recently in Dayton, Ohio. She toured the Wright-Patterson Field and Air Force Museum while there — a 'must' place to visit. This is sort of the birthplace



of aviation since Orville and Wilbur Wright started building planes in their bicycle shop there. Pat says that you'd never believe the thousands of feet of wall to wall airplanes.

Your reporter has been doing some flying in the 260 Comanche trying to get a little experience in it before leaving for Alaska soon. Having been used to flying the 140 and the 180 Piper Cherokee, it's a bit harder for me. I flew to Liberal, Kansas last week with 40 miles an hour winds! Good practice anyway.

Lois Krobs 49-1/2er Matt went to a flight instructor seminar in Amarillo, Texas for three days.

Nancy Yeager, one of our 99's from Larned, Kansas had two glorious weeks of flying her parents Cherokee 180. She flew 4559 Tango to Southwest Texas to visit her parents who were camping there. She said she wasn't sure who they were happiest to see, her or the airplane. Nancy also often saw Beverly Peters at airport with a student in tow. Beverly has been a busy gal since getting her instructor's rating.

('Til next month — Your reporter Delta Bravo or Dorothy Barker.)

#### **LUBBOCK CHAPTER** **Beth Bates, Reporter**

As Spring comes it is nice to see plans begin to take shape — the quarterly business meeting was held March 19. Final plans for our Aviation Safety Week are being finalized and only small details are left. Edna Whyte will be here Sunday March 15 for a special luncheon and speech later in the day. Her topic will be "Women in Aviation" and we hope to have other area chapters attend. Our two day Safety Clinic will be on the 18th and 19th of the same week. It will be co-sponsored with the FAA and GAMA.

We were all pleased to have our new badges for the last meeting. They have our names and chapter names on them and are in the shape of the state. We hope when we attend Section meetings everyone will know at a glance who we are and where we come from.

Betty DeWitt was elected President of the South Plains Safety Council at their last meeting. The South Plains Safety Council meets quarterly and its primary function is to keep lines of communication open between civilian and military pilots and the FAA. Communication and understanding is vital to all of us because of the training at Reese AFB and we must share airspace with these pilots. The programs are very informative and practical and we are very proud of Betty's new office.

Angela Boren and Harvella Johnson attended the Spring Section meeting in Little Rock. Our instructor pilot Rosemary Stidham reports that aerobatic flight is really fun. She has 3 hours now and hopes to get checked out soon in the Decathlon. Nancy Gearheart attended the business meeting and we hope to have her application for membership completed at next meeting. Nancy lives in Seagraves, and we appreciate her driving in for the meetings.

From the Lubbock Area we hope everyone gets APT.

#### **NEBRASKA CHAPTER** **Mimi Haworth, Reporter**

The pace has slowed down just a bit in Nebraska as we prepare for the onslaught of spring and flying activities galore.

Ground work (pun fully intended) is being done for the April 28 Flying Poker Party. We tried our hand at art work for posters and flyers. We guarantee that we're more talented in the art of flying.

Plans for the Nebraska Air Race to be held in Beatrice the last weekend in August are solidifying. We are working closely with the Flying Conastogas of Beatrice. The Air Race is scheduled for Saturday and will be followed on Sunday with a full day of activities and air show. There will be something of interest for everyone.

Accolades are in order for Ninety-Nine, Shirley Amen, and son, Steve. Steve received his private license in February when he turned seventeen; and his instructor was his very proud mom, Shirley. We are also very proud of Diane Bartel's 49-1/2er, Gary, who was named Manager of the Year by the Clayton House chain. Gary and Diane spent a week in Puerto Rico celebrating that event.

DRF activities are still buzzing under the direction of Jan Heins. We received a load from Ann Roethke in March. We were really looking forward to meeting Ann, but the weather intervened, and she was forced to leave the supplies in Fremont. Jan says it's time for us to contact the Air Guard — her living room is beginning to overflow with medical supplies!

We are very proud of a member-to-be, Andrea Sloss of Grand Island who has procured and installed elevation signs at the Grand Island Airport, Andrea was featured in the local newspaper. We are really excited about getting new members with that kind of enthusiasm.

#### **OKLAHOMA CHAPTER** **Martha Thomason, Reporter**

Oklahoma Chapter has been busy, busy, busy recently! We have had very interesting times helping with and sponsoring many FAA Safety Seminars throughout the state. And we have four more scheduled before the end of May. Pam and Bob Bugg have been particularly valuable, presenting a portion of the program at the Seminar in Enid last month.

Pam and 49-1/2er Bob have really carried on the Aerospace Education program for our chapter! They presented a most interesting review of Aerospace Ed — from Kindergarten level through College level. And pointed out many ways we, as 99's can spur interest in developing Aerospace Education in the school system. We are eagerly awaiting a report from them on the National Aerospace Education Congress, held in Oklahoma City April 4-7.

February and March meetings were held in Norman (at Westheimer Field) and in Ada (in the home of Essie Taliaferro). The Aerospace Ed review was the February program, and the March program was a review of F.A.R. changes and Safety Tips, by Jan Million. Attendance has been great at meetings lately: 26 members and 2 guests in Norman, 26 members and 5 guests in Ada. Membership applications were presented to Carol Collins, of Enid, and Shannon Lucid, of Oklahoma City. Welcome to 99's, Carol and Shannon! We have already put Carol to work, looking into a tax accounting problem for the chapter!

With the weather turning pretty, we are thinking more and more about flying. Jan Million and Nancy Smith are avidly making plans to fly in the Angel Derby. Jan flew the

AWTAR last summer, but this will be Nancy's first cross-country race. June Welling and 49-1/2er Woody are new owners of a Cessna 172. We are green with envy. We have scheduled an airmarking meeting for our regular monthly meeting in April. Prague is the lucky town this time. We are counting on good flying weather for this, too.

Several "fun" meetings are in store for the near future: Our May meeting will be in Enid, with Gwen Truel and Carol Collins hosting; Velma Woodward has invited us to her cabin at Lake Eufala for our June meeting; and Pam Bugg reports that they have an F-86 simulator in Moore now. When they get it "cranked up" we will have a meeting in Moore and test it out!

In the meantime — ARE YOU APT??

#### **OMAHA AREA CHAPTER** **Barbara Krejci, Rqorting**

Omaha Area 99's are being caught up with Spring fever and taking to the air in their iron birds. Our calendars are filling with planned events such as attendance at the Spring Sectional in Little Rock and the Kearney Flight Breakfast and Air Show. Lavonne Tripp has scheduled a safety clinic and Sheri Smetana, a membership tea. Plans are to hold an Apt Day using our own 99, Charlene Taylor, as our check out instructor. A flying Air Tour with other aviation organizations is in the wind for September.

Rosemary Block and her 49-1/2er, Max, have returned from a flying vacation thru

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Mexico. An experience it was, as they flew through mountain passes, battled the language barrier, and made an un-scheduled landing at a point unknown.

Our chapter is in the process of revising our constitution and bylaws. With Robert's Rules of Order in one hand, the 99 International constitution in the other, and copies of other chapter's laws, we're trying to put it all together. Many questions have come out of this research, such as, can a chapter have more stringent rules than International? It would be great if guide lines were available. (Ed. Note: Address questions to Susie S. and Board!)

Last month we attended a pilot's meeting held by the FSS, RAPCON, and the tower, in the new FAA Bldg. at Eppley Airfield. The meeting was most educational. As construction was not complete at this time, our business meeting was held prior to the public pilots meeting — in one of the halls — on the FLOOR. It was a first for us.

To 99's all over the world, we wish that the Spring breezes may always be at your tail and gently lift you nearer the sun as the season beckons you to the air.

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99's working on reconstruction of Belle Hetzel's scrapbooks. Left to right: Verdaine Menze, Lavonne Tripp, Claudine Kane, Betty Jarvis, Inez Stocker, Rosemary Block, Barbara Krejci's back, Georgiann Ryneanson. Standing: Helen Erhick, Lucille Uleman, and Shirley Risk.

### PIKES PEAK CHAPTER

Marion Hein, Reporter

March 31st was the date set to reveal to the students of the Deaf and Blind School in Colorado Springs, the basics and joy of flying. This was accomplished by an appropriated ground school to orient the youngsters in the elements of flight, a static display, followed by rides and lunch. It is hoped in this program that the pleasures and practicality of flying will be brought to a generally overlooked segment of our society.

Participating in this worthwhile program is the Mountain Aero Safety Foundation, Inc. and the Rampart Aviation Company, Peterson Field, Colorado Springs, and we appreciate their assistance.

Virginia Sayers and Shirley Marshall helped entertain members of the elite German soaring club, The Wasserkuppe Pilot's Association who arrived at the Black Forest Glider Port to try their skills at high altitude wave foaring. Their goal was to add diamonds to their "diamond badges" but bad weather prevented their achieving any new records. The trip to the Rockies was enjoyed by the German pilots and they made many friends in soaring circles.

We want to extend our welcome to new members Kathy Burciaga and Karen Schilling.

### SAN ANTONIO CHAPTER

Marian Burke, Reporter

The San Antonio Chapter is looking forward to seeing many 99's in San Antonio on May 11th. Remember! "San Antonio is a Must Stop" on the International Air Race and all contestants will clear customs here!

It's going to be a "fun race" and we hope to make San Antonio the "very best stop" on the route! Plan now to visit our city! Refreshments! . . . Fun! . . . Relaxation! . . . We have ordered "Good Tail-Winds" for each and everyone of you!

See ya in May as a contestant in the 23rd Annual All Women's International Air Race (Angel Derby)!

### SHREVEPORT CHAPTER

Dot Lindsey, Reporter

SHV 99s, together with the South Louisiana Chapter, represented by Eleanor Lowery, air marked Bunkie — complete with name and runway numbers — on March 17th. It was a job "well done" and in record time, despite the wind.

There was good attendance at the March meeting held at Mary Friday's new home. Upon arriving we found Mary surveying the work she and 49-1/2er Don had just per-

formed on their most recent and indeed interesting project — the building of a Skybolt — completion date is yet unannounced.

Congratulations — to Evelyn Snow and Jere Saur who have now passed the written portion of their instructor certificate — they have promised to inform us when this certificate is in hand; to Corinne Strickland who has mer Registered Dietitian License; to the Ports, Dottie and Bud, the owners of a new red, white and blue Decathlon; and to Joyce Sheridan who did her first air marking at Bunkie.

Observed Joan Carroll plotting a course with Utah as her destination — for a spring vacation — Sandi Jones with friends doing some "hangar flying" at Downtown Airport.

Keep your painting togs handy — Ann King insists we continue our air marking and has committed our services to Springhill, Louisiana, on April 7th — weather permitting.

### SOUTH LOUISIANA CHAPTER

Scarlet O'Hiyall, Reporter

After a record 3-1/2 inches of snow this winter (first time since 1890) we are more than ready for spring. Now before you yankees snort too loud — remember, our normal snow is 1 inch every ten years. So we have been practically snowbound down here with that much snow in one season!

We enjoyed a joint meeting with the New Orleans chapter, who flew into Baton Rouge for a luncheon at the Oak Manor. Dr. Thane Short showed us his movies of the 1972 National EAA fly-in at Oshosh, Wisconsin and had every one of us ready to dash out and start building our airplanes.

Speaking of building, our chairman is making progress towards her goal of complete recover and refurbishing of her Colt. She hopes to have it flying again this spring. Our February meeting was at her "Airplane Factory" for a demonstration of working with ceconite. We enjoyed the ironing of the fabric very much.



South Louisiana Chapter Chairman, Eleanor Lowry, demonstrating how to iron ceconite. Looking on from left to right: Mary White, Cal Meredith and Beverly Titzer.

We have two members, Pat Ward and Dee Comeaux, who are coeds at L.S.U. and working very hard on their degrees. Beverly Titzer has opened her own travel agency in Houma, Louisiana called "Tradewinds International Travel Service". Gloria Holmes and husband, Dave, along with their partner Cliff Rice, have bought the Aircraft Company on downtown airport in Baton



Rouge and are operating a fine flight school from this location.

We were very busy working on our second safety seminar. This was to be an all-day affair on downtown airport in Baton Rouge with breakfast and lunch being served, manufacturers displays, and door prizes. The date was Sunday, March 25.

Our spring calendar is filling with many interesting and useful events so we will be heard from more often now.

#### TOPEKA CHAPTER

**Charlotte Kenney, Reporter**

The Topeka Chapter was six years old March 18th, 1973, and we have been so wrapped up with the race stop completely forgot to stop and celebrate. Our huge membership totals 8.

Recently learned that our timers will be Hazel Jones, Paulie Perry and Dorothy Adcock, sounds like fun, fun, fun. A few items of interest on the stop, our R.O.N.'s will be staying at the Downtown Ramada Inn and transportation will be provided by the National Guard in the form of busses in the wee small hours to return the racers to the airport for breakfast and weather briefing prior to departure.

Our tower chief Cleo Noland and State Aviation Director Ray Arvin, gave AWSTAR a very nice plug on WIBW radio in March during an interview on upcoming construction and possible expansion of airport facilities.

Hazel Neely our newest member did her first aerial photography with a news reporter for a news article — results — one very impressed newsman after his first ride with a lady pilot.

Our members assisted with an FAA Safety Seminar in March. Dorothy Powell's 49-1/2er Dr. Ben Powell was one of the featured speakers. One of our favorite people, Jack Koehlar, of Jayhawk Aviation was honored as "Instructor of the Year" at this seminar. Jack has long been a booster of 99's and was one of the first donors to fund the stop in Topeka.

Some of our members attended the joint South East/South Central sectional in Little Rock, Arkansas the last weekend in March. These gatherings always result in much news, and are loads of fun.



*Topeka Committee for Powder Puff Derby Stop — (Left to right) Pat Lane, Glenna Walters, Sondra Ridgeway, Hazel Neely, Charlotte Kenney, and Audrey Switzer.*

#### TRI-STATE CHAPTER

**Nancy Teel, Reporter**

The February meeting of Tri-State Chapter got us another new member, Janet Orr of Carthage. Welcome aboard!

Our February Safety seminar was well attended, and earned this reporter a treasured certificate of appreciation from the F.A.A. for services rendered re aviation safety.

Much appreciated was the time and effort donated by Chief Higgins from our JLN Navy recruiting office to run a film on Survival After Flameout for our information at the last meeting. The question arises — do YOU have any sort of survival kit aboard your favorite bird? Think on that!

County Commission duties have kept member Phyllis De Tar earth bound lately, but a few CAVU days might inspire her to "get it off the ground again."

Last month we reported a duel with a SGF broadcasting company over relocation of some tall towers to Airpark South vicinity. Sorry to say we lost the battle. Watch out for the new hazard 3 n.m. NE of that strip.

Member Diane Teel is traveling extensively in the Central States with her job showing dogs, but it all seems to be surface transportation.

99NT junketed to SAT recently. Are they ever going to finish work on that airport? It's spooky being 4th for T.O. behind a 727 and 2 DC 9's, but only one active runway that day.

Our March meeting finalized plans for hosting the Greater Kansas City Chapter's planned fly-in to JLN to view the Spiva Art Center and the Thomas Harl Benton Murals on display locally to celebrate our First 100 Years. Happy Birthday Joplin. (Please don't let it rain!)



*Nancy Teel, secty. Tri-State Chapter, and David C. Detamore, chief operations branch FAA GADO No. 11, presenting FAA-Central Region's "Certificate of Recognition" following Tri-State Chapter's Last Safety Seminar for pilots in February 1973.*

#### WICHITA FALLS CHAPTER

**Nan Park, Acting Reporter**

**Lou Ellen Foster, Reporter**

Marilyn O'Neil was hostess for the luncheon meeting held at the Trade Winds Motel on 22nd of February 1973. Air Marking and a Spring fly-in were main topics of conversation. Final plans were made at March meeting.

A Flight Safety Meeting was held on the 22nd of February 1973. The snow quit snowing, it did not freeze and we had a full house. The program was excellent.

Trade Winds Motor Hotel was again the scene of a noon luncheon on March 15, 1973. Chairman Eleanor Irvine conducted the business meeting and welcomed one guest June Brown of Vernon. Members present were: Elaine Edwards, Marilyn O'Neil, Thelma Gray, Fran Miller, Eleanor Irvine and Nan Park.

Air Marking on Wichita Valley Airport will be on Saturday April 14, 1973 with members bringing sack lunches.

It was decided nominees for the 1973

Jimmie Kolp Memorial Award must be made by June 1st, 1973. Chapter Chairman will receive nomination blank.

Get APT — Safe Flying!

#### North Central Section

ILLINOIS - INDIANA - IOWA  
KENTUCKY - MICHIGAN - MINNESOTA  
MISSOURI - OHIO - WISCONSIN

#### ALL-OHIO CHAPTER

**Ann Johnson, Reporter**

Congratulations to our Chapter President, Marilyn Miller, and her husband, Bob — they both received their Multi-engine Seaplane ratings the first week of March! They flew a Grumman Widgeon out of Opalocka Airport and completed their water work at Biscayne Bay.

They also plan a week's vacation to Alaska the last of March! Wonder what kind of rating she'll acquire up there? Ski-plane?!!

Nancy Mills and Hubby recently flew to London, England, on the BOAC Theater tour.

Our March meeting at Akron-Canton was cancelled due to bad weather and hazardous road conditions.

The Columbus Area 99's are going to meet regularly on the 3rd Wednesday of every month at the Officer's Club, DCSC, 6:30 p.m. until —. There's lots of good food, good atmosphere, good company and exciting conversations! (This reporter can't get off work to attend for a long time due to back-schedule and overtime. Darn!)

Make plans to attend our annual POKER PARTY, which is scheduled for June 10 with a rain date on the 17th.

GIRLS! We need lots of TV and S & H Green stamps for prizes for the POKER PARTY and also for doorprizes for the North Central Section Luncheon at the International Convention in August.

Please send all you can to Ruth Blauman, Chairman of the Prize Committee, 4187 Lawnview Drive, Columbus, Ohio 43214. Thank you.

There must be simply skads of news items happening in our Chapter every month, but only a few reach this reporter via the news sheet at the monthly meetings. Those of you who can't attend the meeting for any reason, but would like to see your names and pictures (black and white glossy only) in this column should send all news, stories or pictures to: Ann Johnson, 599 Gilmore Drive, Reynoldsburg, Ohio 43068 or phone: 614-866-8702 days or 614-868-3953 nights (work).

We'd like to see pictures of our members with their planes, at some of the activities.

#### CAPE GIRARDEAU CHAPTER

**Charmiane Freeman, Reporter**

In lieu of a regular monthly meeting in March, the Cape Chapter sponsored an FAA Safety Seminar presented on Thursday night, March 1, at the Dyersburg State Community College with forty-six persons attending. Speakers from Memphis represented the maintenance and Memphis Center services coordinated by Robert Harrison, Safety and Accident Prevention

#### WANTED

Bids for a stenotypist for the 1973 (Aug. 8-12, Milwaukee) convention must reach — by May 15th — May N. Able, Secretary, The 99s, Inc., P.O. Box 42151, Houston, Texas 77042.



Specialist. A film, "Once is All It Takes" was shown.

Mary Boyd and yours truly attended the three-day Operation Raincheck held in Memphis Center on March 20-22. It was highlighted by a tour of the center, and approximately eighty pilots attended each night. The first night was below IFR minimums, and driving was the only way, but the last two nights were nights made for flying, and for about an hour before starting time the sky was full of these pilots eager to learn as much as FAA had to offer. Several Memphis Chapter Ninety-Nines attended this seminar.

Our April meeting will be held in Marion Illinois, in preparation for the Angel Derby in May.

#### **CENTRAL ILLINOIS CHAPTER** **Clarissa Holcomb, Reporter**

Our chairman, Jayne Schiek, has been working diligently on Ben's (49-1/2) miniplane. They have the top wing covered and doped . . . and the house must be aired out by now. Her "Plane Jayne" is completely torn down and the corrosion is being scrubbed away — waiting for the primer to arrive.

Kathleen Wood was involved with the GAMA Safety meeting at Coles County. Several of the girls were planning to attend.

Jean West's students found she was driving 40 miles to instruct them so they moved the plane to an airport closer to her. West's Taylorcraft is really taking shape. Instruments all in — and the red carpet on the floor. The colors are patriotic — white fuselage — blue trim. Jean got the number back which her first T-craft sported. Husband Bob put a three-light marker beacon in the Cessna 172. After the last chapter meeting which had limited attendance due to foggy conditions, they decided to adjust the volume. With a ceiling at 600' and all sorts of competition (somebody changed frequency to listen to weather without informing the controlling agency) Wests had to return to the VOR to hold, they made an approach on the ILS and landed safely, mission accomplished.

We have another delightful new member. Anita Albert from Oglesby. She's our most northern chapter member and Margie Jones the most southern. Margie is from the town of Cutler. Lucky we fly!

Just like the big race, the Illi-Nines Derby is not over at DuPage and we are looking ahead to 1974 and where to go next year. We're busy checking Bloomington and Decatur (Illinois, of course).

The McLaughlin team is the flyingest. Early in February, they had a two-week vacation with another couple (the gal is Jean's student) in the old Navion south from Peoria. They flew down the Texas coast. Farther south, Jean was much impressed with the 13,000 foot peak which she got a peep at through the overcast when flying out of Guatemala. A month later the McLaughlins and nine passengers flew two 310's over the Gulf of Mexico to Merida, Yucatan. On this hop, they departed from New Orleans IFR and cancelled on top. Jean lost sight of Mac's plane and didn't see it again until the two were in the pattern at Merida. They had been communicating on 122.9 (plane to plane freq.) The trip took them to Isla Mujeres, Cozumel and back to Peoria.

One fine Spring day Margie Jones and I dusted off the Green Tiger (Cessna 210) and went airport hopping — Centralia,

Mount Vernon, Marion, Carbondale and back to Sparta. Had a fine visit with the men in the lower at Marion. They are primed for the Angel Derby.

#### **CHICAGO AREA CHAPTER** **Sandy Klock, Reporter**

March 18th marked our 21st annual Achievement Awards Banquet, held this year at beautiful Arlington Park Towers, Arlington Heights, Ill. Everything was done to perfection, from the setting to the meal to the presentation of the beautiful trophies — all to the credit of 1972 AA Chairman Bobbie Johansson, who, ably assisted by Mary Panczyszn and Helen Sailer, has done an outstanding job all year long, and really topped herself with the banquet. There were 25 contestants this year, plus two new member contestants. Now, about our contestants and their prizes . . .

The evening was touched by sadness and remembering when it was announced that our first place winner was Jeanine Tellekson, who went on to "New Horizons" in December. She had only turned in her contest forms through October, yet had accumulated an incredible total of 2253 points, 1400 of which were flying points. Her trophy was accepted by daughter Sandy, who said she hoped to follow in mom's footsteps, the finest tribute to Jeanine. Congratulations to the rest of our group of active gals — Mary Krautkramer (2nd place trophy), Pat Friedman (3rd place trophy), Elsie Wahrer (Service Award), Barb Silagi (1800 pt. trophy), Charlene Falkenberg (1500 pt. trophy), Julia Konger (1200 pt. trophy), Joan Kerwin, Mary Stroh, Pam Stowell, Sandy Klock (900 pt. trophy), Sherry O'Keefe, Carolyn Collins, Nita Fineman, Diane Milmont (600 pt. trophy), Madeleine Kimotek, Bea Simon, Sylvia Harper, Marge Kinney, Norma Freier, Virginia Coffeen (special 21st place trophy in honor of our 21st year), Gail Wenk, Marge Anderson (300 pt. trophy), Rita Adams, Gertz Stupiec, Gail Goldthrope (New Member 1st place), and Jean Ingle (New Member 2nd place). Each contestant received a beautiful silver charm picturing a winged lady and saying "Achievement". This remarkable group of Chicago 99s flew a total of 97,250 cross-country miles alone, out of approximately 160,700 miles flown as P.I.C.! This happens when we "reach for the sky"!

Marge Thornley missed out on all these goings on, while she and 49-1/2er Warren packed for their 17-day trip to South America.

Madeleine Kimotek and her folks had a most honored dinner guest the other weekend — the famous ocean-crossing and polar flyer, Max Conrad. Madeleine's dad, Walter Kimotek, arranged for Mr. Conrad to narrate his films and slides of several of his fascinating flights at the Antique Airplane Hangar at DuPage Co. Airport recently.

The very best of luck to our Amelia Earhart Scholarship contestants, Charlene Falkenberg and Pam Stowell, whose applications have made it through the Sectional level.

#### **GREATER ST. LOUIS CHAPTER** **LoRita Curtis, Reporter**

On February 21 the work and planning of the Greater St. Louis Chapter was rewarded by a tremendously successful Pilot Safety Clinic, which drew almost 1,000 persons to hear speakers who came from Washington, D.C., St. Louis, and Kansas

City. Outstanding among the Safety Coordinators were Pete Campbell, of Washington, D.C. and Pete Peterson, National Coordinator of the F.A.A.

Chairman Rose Mary Roth was interviewed on a KSD TV talk show by Dinha White, and gave beautiful coverage of women in flying, the 99s, and the Safety Clinic. Also, representing the 99s, our Chairman Rose Mary joined representatives of different areas in an official discussion on the pros and cons of making Lambert Field into a Group II Terminal Control Area.

Ethel Wickenhauser and Jan Durr were co-speakers at the Alton Zonta Club. Their subject covered the Powder Puff Derby.

Val Johnson did her good deed for the day by flying the medical relief run to Columbia, Missouri.

Important date is April 21, when we have a Hangar Dance at Spirit Airport Hangar West, with all funds going to the A.E. Museum in memory of Joan Lamb.

Time to get APT is May 19, at Washington, Missouri, Airport, from dawn 'til dark.

Guests this month were: Betty MacConnell, student pilot and pilots Margaret Delaney and Erin La Friton.



**NOT BORED** — Absorbed in the vital message of the guest speakers at the Safety Clinic staged by the Greater St. Louis Chapter on February 21st. Only part of the audience of nearly a thousand persons are shown here.



Greater St. Louis Chapter's Safety Clinic heard Chet Davidson, F.A.A. Safety Program Coordinator from Kansas City, Mo., and among other fine speakers, Joe Harrington, of St. Louis F.A.A. in an event that attracted almost 1,000 persons.



## INDIANA CHAPTER

**Cari Downes, Reporter**

Indiana 99's were well represented at a recent safety seminar held in Indianapolis. FAA Accident Prevention Specialist, Lowell Grossman planned the outstanding program. Principal speaker was Charles Cole, FAA Civil Aeromedical Institute, Oklahoma City, who spoke on the psychological and physiological aspects of flying affecting all pilots. Also AF Col. Fredric F. Doppelt, Vice Cmdr. 6750th Aerospace Research Lab., Wright Patterson AFB spoke on the use and mechanics of oxygen equipment in light aircraft, its effect on pilot and passenger well being and its importance in flight safety.

Our DRF Project Continuing and we need more volunteers. Katie Sage took a recent load to St. Louis, Mo. Another load was taken to St. Louis, Mo. by Lois Hawley.

Scottie Harmon from Valparaiso was approved for membership at Feb. meeting.

We have two more APT members: Dorothy Hodgson and Nancy Orcutt.

Don't miss the Champaign Flight (Spring Sectional) the weekend of April 27-28-29.

Circle Sept. 15 on your calendar for the Indiana FAIR race. It may seem to be a long way off but you'll be surprised how fast that date will come. This year the race will be held in Terre Haute.

With the debut of Spring — Anne Black and her paint brigade will come out in full force. Anne has a lot of plans for Indiana's Air Marking and we all intend to report some real accomplishments in this area.

Cari and Bill Downes are now the proud owners of a red and white, Cessna 150. Ah, to know such happiness!

## MICHIGAN CHAPTER

**Patricia Domas, Reporter**

We were hoping for a sunny day — but Muskegon dawned foggy for the March meeting. Mary Creason's presentation of "From Sea to Shining Sea," documenting her flight in the AWTAR, was the highlight of the meeting. Mary took the audience along on her flight — from the day she obtained her sponsor through the flag-off, finish line and awards banquet. Mary has also provided enjoyment for our members with her presentation on the Michigan Small Race.

During March, five meetings of local pilots and Detroit Metro controllers were scheduled. Marge Hatfield coordinated meetings at Ann Arbor, Detroit City, Detroit Willow Run, Howell, and Pontiac. Mary Carpenter, Lil Snyder, and Pat Domas helped with planning and arrangements at the individual airports. Topic of the meetings was the implementation of a Terminal Radar Service Area (TRSA) and Stage III Radar Service in the Detroit metropolitan area. Controllers from the Metro Tower presented the concept of the ARTS III System and pilots were encouraged to ask questions about flight operations in the area.

The Michigan Small Race dates have been set: October 5, 6, and 7, 1973 at Livingston County Airport, Howell, Michigan. The Race Board held their first meeting with the Howell Chamber of Commerce and airport operator on February 21. Members attending who will be serving on the BRD were: Natalie Kreager, Race Chairman; Marian Eggleston, Co-chairman; Dorothy Brewer, NAA Representative; Kay Chamberlain, Treasurer; Thelma Crawford, Publicity; Pat Domas and Pat Ferrante, Program. Chapter chairman Winnie DuPerow

is coordinating the Board and has planned a second meeting in April.

A recent proposal by Michigan's Governor Milliken would have limited the powers of the Michigan Aeronautics Commission by placing it under the Dept. of Highways. Marge Hatfield, Winnie DuPerow, and Eloise Smith, working with AVCOM (Aviation Advisory Council of Michigan), MAC, and the support of a 99s letter-writing campaign, helped to obtain a compromise transfer allowing the MAC to retain certain aspects of its authority.

Loma May and Marge Hatfield have organized a committee for the Saturday Convention Banquet, August 11, 1973. Marcia Wilford heads the Decorations Committee, and Lil Snyder will be lining up a guest speaker.



**PILOT-CONTROLLER MEETING at Ann Arbor Airport, March 22, 1973. Left to Right: Suzanne Crook; Gale Bradshaw, Metro Tower; Pat Domas; Harry McIntyre, Deputy Chief Metro Tower; Larry Holben, Metro Tower; Dick Butas, Metro Tower; Pat Ferrante.**



**Michigan Chapter Vice-Chairman Suzanne Crook and Harry McIntyre Deputy Chief Metro Tower listen to the "lighter side" of flying at Detroit Metro, during the Pilot-Controller meeting.**

## QUAD CITY AREA CHAPTER

**Ellen J. Thiel, Reporter**

Our February meeting was a typical 99 day. Local members gathering at the Davenport Airport for the meeting were: Jo Ann Walker, Gina Millar, Carolyn Pobanz, Yvonne Boone, Von Alter, Norma Smith, Ellen Thiel and Karen Davidson, with Sharon Ehrich driving in from Pekin, Illinois.

We voted to donate \$15.00 to the NIFA, and \$25.00 to the Illi-Nine Air Derby.

A discussion was held on how to attract and keep new members. Our gals came up with some great ideas, so now all we have to do is get them into "orbit."

Dave Shadle, local FAA Accident Prevention Counselor, gave an interesting speech, and showed movies.

Gina Millar and 49-1/2er just returned from a couple of weeks in Switzerland.

Yvonne Boone and 49-1/2er spent a couple of weeks in the Bahamas. Yvonne flew to Cedar Rapids for a meeting a couple of weeks ago, and will be going to Washington D.C. for 10 days for a D.A.R. convention.

Roger and Norma Smith and daughters are sporting beautiful suntans, after spending 10 days in Florida with Norma's Parents. Roger just had a new transponder installed in his plane, and guess he just had to try it out.

Our April meeting will find us flying to Clinton to join Mary Schrum at the Frontier Motel for the meeting and lunch.

We're planning to attend the Spring Sectional at Champaign in April, so until then — Happy Flying . . .

## WISCONSIN CHAPTER

**Toney, Reporter**

The Madison meeting in March at Truax Field brought out a record number of 99s and guests. The highlight of the day was Dee Kluppel providing aerobatic rides in her Decathlon! Seven 99s and 49-1/2er John Conkling enjoyed the unusual attitude flights. Cathy Malick was so excited she told Orrin that the Mustang II they're building will have to be provided with an inverted system! Peggy Mayo, who recently received her instrument instructor's rating, had a whole new area of flying open to her on this flight. Diane Gorak was most exuberant — she even got the aerobatic instructor-pilot to talk her through a loop of her own! Betty Willmore was apprehensive when she got in the plane, but had a wide grin when they taxied back after the ride. New member Shirley Duncan joined in the fun flying, as did Lynn McGoven and Dorothy Aiksnoras.

DRF Chairman, Joan McArthur, put out a call for transporting supplies collected, and the response cleared out her room so she can move around it once again. Louise Yeazel flew a load to Omaha before she became a 99 — it's great to have such participation in our projects. Ann Roethke took the rear seats out of the Cmmanche and flew one load to Oklahoma City and another to near Lincoln, Nebr. Marilyn Donagan made a DRF flight to Marshalltown, Iowa. Arlene and Dr. Harsh Schwartz also flew a plane load to Oke Cty, and while there went through the FAA complex, with Arlene getting to go in the altitude chamber.

Lois and Don Eirckson have moved their last item to Las Vegas — the Cherokee. She has signed up for instrument ground school and has attended a 99 meeting in the area.

What's to see — in '73 — MILWAUKEE!

Circle these dates — August 8-12.

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## New York-New Jersey Section NEW YORK - NEW JERSEY

### CAPITAL DISTRICT CHAPTER

Mary Scher, Reporter

We have had a very busy month, here at Capital district. We were honored to have NY-NJ section Governor Jerry Roberts for a visit. She complimented Chapter Chairman Peg Weiss on her efficient operation of the meeting. Our guest speaker was Mr. Richard Lesser, son of the Charter 99 Member Marjorie May Lesser. Mr. Lesser told many stories of his late Mother's achievements as a pilot. He brought along her log book, goggles, helmet and many other items of interest. Mr. Lesser says his Mother was a saver, and he has put together several scrapbooks on her activities directly connected with flying and aviation, which he intends to donate to the 99 Museum. Marjorie Lesser was a Governor of the NY-NJ section of the 99's. She was a personal friend of Amelia Earhart and Ruth Nichols. She was the first and only woman to fly from Albany Airport for many years.

Good News!! Joan Frazier is sporting her brand new Instrument Rating.

Peg Weiss, Lillian Bornowski, June Morner, Lillian Roylantz, Pat Jandron, and Mary Scher attended a regular monthly meeting of the Hudson Valley Chapter, held at the Schenectady County Airport. Then Elaine Roehrig, spoke on the importance of being APT. The program included . . . The Powder Puff Derby from Start to Finish on film; Virginia Wentzel, pilot, and Shirley Dingman, Co-pilot filmed their participation in the race, and Virginia narrated, then answered questions from prospective Powder Puff entrants. Again, a most informative meeting!



L to R: Richard Lesser, Gov. Jerry Roberts, and Chairman NYCDC Peg Weiss looking over scrapbooks of his mother, Marjorie Lesser, one-time NY-NJ Section Governor.

### GARDEN STATE CHAPTER

Dolores Jane Zilincar, Reporter

Despite cloudy skies and poor visibility, we had a record attendance at our regular meeting on March 11th.

The big thing on our minds now is the GARDEN STATE 300 — our proficiency race which will take place on May 27th at R. J. Miller Airpark in Ocean County. We have a record-breaking response for race kits — and our official entries are limited to 50 aircraft.

The race in itself will be fun, but we also

have lots of "on the ground" festivities planned. After impound on May 26th we will have a briefing and an informal buffet supper which should be gay and exciting. The next morning's breakfast will be followed by a weather briefing by Ann Shields FSS. Then the race itself. After the race a safety seminar will be held by the FAA in the main hangar at RJM airport, 1-4. In the evening after a great day of competition we'll all gather for a triumphant awards dinner. The top five winners will receive trophies and/or cash prizes.

Alma Hitchings, chapter chairman, and Janice Blackburn, race chairman, have been busy with publicity. They held a press conference in Trenton which was covered by leading newspapers from New Jersey, New York and Pennsylvania. They also did a radio broadcast over WHLW which covers news events of the week.

Judy Meltzner reports that we did a superb job at the FAA safety seminar on March 3rd — so much so that the FAA has requested that we help when the next clinic is held.

A note from Winna Sommers tells about her activities in aerospace education. Winna spoke to 2nd and 3rd graders at Margaret Mace Junior High and was pleased with their response. The school board was impressed enough to authorize a field trip for the students to the airport and a courtesy ride on the commuter airline based at Cape May. (Allegeny Commuter)

Winna is also busy with an introductory instrument course which consists of 10 hours instrument time plus at least 4 hours of ground school. It is considered helpful in VFR flight and prepares the VFR pilot in handling sudden weather changes with some degree of skill.

The Spring Sectional will be held on May 5th at Niagara Falls. It will be Jerry Roberts' official debut as our new Governor.

Rose Mary Myers has been named Museum chairman for our chapter. The International Women's Air and Space Museum is located at Ninety-Nine Headquarters, Will Rogers Airport, Oklahoma City. Our Scottish lass, Grace Maguire, has been officially accepted as a 99. On a recent trip to her former home in Scotland, Grace discovered to her dismay that there are no 99's in Scotland.

You'll all be delighted to hear that Alma Hitchings has made APT. That brings our number up to eleven.

Keep flying and studying — for it takes more than a lifetime to understand all there is to know about our beautiful, boundless skies. And that's the truth.

### GREATER NEW YORK CHAPTER

Carol Leipzig, Reporter

Angela Kovacs and Helen Levy (sitting in with her instructor husband Bill) attended the Instrument Flight Instructor Refresher Course March 13th through March 15th at Atlantic City, New Jersey, sponsored by AOPA, along with F.A.A.

Kay Brick sandwiched in between race chores talks to Zonta and Altrusa International.

Our Chapter Co-Hosessed with the Garden State Chapter at an F.A.A. Flight Clinic held at the Cameo, Garfield, New Jersey on March 3, 1973. The turnout was fantastic! Assisting from our chapter were Kay Brick, Helen Levy, Phyllis Sproul, Angela Kovacs, Blossom Friedman, Betty Barlia, Selma Cronan, Peggy Naumann, and Kay Hilbrandt.

On February 23rd, Peggy Naumann, Kay Brick and Doris Renninger were invited by the F.A.A. to view the new Air Route Traffic Control facilities. They were flown in the F.A.A.'s DC-3 to Islip Airport where there was a briefing, tour, and then lunch, courtesy of the Aviation Development Council.

The Stamp of Friendship film continues to be actively used by our members. Doris Renninger has shown it to 2 high school groups and Phyllis Sproul has shown it at programs for Senior Citizens and Youth Groups.

### LONG ISLAND CHAPTER

Alice Borodkin, Reporter

We have a busy bunch this month!

Diane Tribble giving Aviation Lectures to a 5th grade class — Attending Deer-Park Instrument Ground School and working nights for Beech at Republic Airport — and in her spare time . . . ?

With all our bad weather, Jane Duggan managed to fly 31 1/2 hours in January, work on her Commercial and visit three new airports.

Member Irene Brunks delivered Twin Engine British Islander from Republic Airport, N.Y. to Los Angeles, dodging tornados part of the way. In February she flew her own Cherokee 180, New York to Fort Lauderdale and back — Going, Irene made it in 8 hours and 20 minutes! Sez Irene, "my son recently got his license and did all the work." Now she is getting set to enter the "Powder Puff."

Another flying family, Eleanor Ryan and son Matthew flew to Orange County. Matthew was navigator and radio man all the way.

Ellie McCullough, guest speaker at Grumman Flying Club — "Flying the Powder Puff Derby." Ellie and member Marilyn Hibner new officers elected to ACLI.

Doris Abbate represented L.I. chapter and Ellie McCullough represented F.A.A. local GADO office at WACOA's tour of ATRC at Islip MacArthur, February 23.

Celebrity Corner — Marilyn Hibner in TV program "Weekend Pilot," part of American Adventure Series, February 24.

L.I. Chapter members APT. Irene Henry, Diane Tribble, Ellie McCullough, Marilyn Hibner, Nicole Radecki, Ruth Dobrescu, Jane Duggan and Donna Flaum.

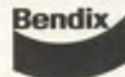
Nicole Radecki, busy flying anything not nailed down. Checked out in Cessna 182, 1948 Taylorcraft, 1973 American Trainer and 1973 American Traveler. She's working on CFI and has already passed her written.

Next month is on to the races for some of us, (AWNEAR). Alice Borodkin and Mildred Young out to set some records hopefully! See you at the Races . . . !

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## New England Section

CONNECTICUT - MAINE  
MASSACHUSETTS - NEW HAMPSHIRE  
RHODE ISLAND - VERMONT

### CONNECTICUT CHAPTER

**Laurie Spence, Reporter**

Flying dominates the activities of the Connecticut Chapter members recently. Mary Suisman and her husband Joel flew in their Baron to the Homebuilders Convention in Houston, Texas, with a lengthy stay midway in Atlanta, Georgia. The New Englanders felt quite at ease when it snowed in Houston for the first time in about ten years and this prompted a detour to Palm Beach, Florida, on the way back to Conn. Nancy Tier is with her husband in Florida, too, and plans a side trip for Museum research before returning.

The most active flight to Florida was made by Chapter Chairman Bobbie Herbert, who, with her family, flew to Vero Beach for a three week vacation. They flew in their Bonanza which has recently been repainted and reupholstered. A new one-piece windshield gives it an updated appearance, and as a Christmas surprise to Bobbie a special registration number and will hereafter identify her aircraft as N999BH. Then Bobbie, with only 16 hours previous instrument training and the written exam passed, completed the rating in 9 days of flying. Pressure for time and energy means nothing to Bobbie Herbert. In addition to holding Chairmanship of the Conn. Chapter, she has been a member of the sorority Beta Sigma Phi for twenty years, nine as Director of the Chapters of Westchester County. For ten years she has been active with Creative Homemakers and is now a group leader and teacher. In this capacity Bobbie lectures four times a year in the County presenting information on nutrition, especially food additives, in cooperation with the Food and Drug Administration and the Department of Agriculture. For her 5 year old son, Bobbie is a class mother at the Whitby School in Greenwich, which operates on the ungraded system. (Each child achieves in each subject at his own rate and is not measured by a specific age or grade level.) While her daughter was in the Girl Scouts, Bobbie was a leader for five years and even though the daughter is now in college, Bobbie has stayed with the Scouts as a consultant in Arts and Crafts. Her oldest child is married, taking ATC training with the Air Force in Biloxi, Mississippi. Her husband, Dana, shares his activities with Bobbie. She helps him with fund raising airshows for Lighthouse for the Blind in which he ran air-to-ground communications. With Chapter 130 of the EAA he has organized fly-in breakfasts. The Herberts have nearly completed a Goodyear Midget, an experimental aircraft which they hope to fly this summer. Owning aircraft is not new to them. Bobbie soloed in 1950 in an Aeronca Champ. Since then the Herberts have owned a Navion, two Bonanzas and the Goodyear Midget. Bobbie has accumulated some of her 700 hours on trips to California and Florida and on every good weekend the family visits Clairemont, New Hampshire, where they once lived.

### EASTERN NEW ENGLAND CHAPTER

**Judy Gillis, Reporter**

Our March meeting was held on the 10th

at Marshfield, Mass. Airport. The early morning weather was rather dismal, and the forecast less than encouraging. So, most of us hangared our airplanes and drove.

The morning talk by Air Traffic Controller, George Zarella, from Logan Tower, Boston, Mass. was anything but dismal. His presentation of air traffic problems from a controller's point of view, interspersed with his delightful humor, was most enjoyable. He also discussed noise abatement as it applies to the small-plane pilot as well as giving more information on the now working Boston TCA.

At the afternoon business meeting, two new members were pinned — Pat Thrasher and Pamela Hawes, and we welcome them to our Chapter. We were also pleased to have many guests present. Sue Haselman, a new member pinned just last month, won Pollyanna Propwash's monthly APT prize.

Plans for this year's AWWNEAR (All-Woman New England Air Race) to be held May 19 are still progressing well. Headquarters will be at Worcester Airport for the start and finish of the triangular course race, and we have entries from Florida to Canada. A great weekend is planned with festivities, briefings, etc. beginning on Friday, the 18th. As reported in "Coming Events" in the February-March issue of 99 NEWS, accommodations are slated for the elegant new Sheraton-Lincoln Inn in Worcester, and Mrs. Esther K. Goddard, wife of the late Dr. Robert Goddard — the "Father of Modern Rocketry" — will speak at the Saturday night awards dinner. We are looking forward to lots of good competition.

### WESTERN NEW ENGLAND CHAPTER

**Margaret B. Brown, Reporter**

At last — some good weather! About one-third of our members have now become APT, and now that spring is here, we hope to make it 100% as we have in the past two years.

The March membership meeting at Shirley Dunlevy's in Longmeadow brought out a record number of members and guests. It was reported that Ann Pringle is speechless at being chosen our AE Scholarship nominee, although we all know that she more than deserves it. Mary Kohler reported that Dr. Dittfach of the University of Massachusetts (at Amherst) has invited our chapter to visit the U.Mass. wind tunnel for a demonstration of breaking the sound barrier. We made plans to sponsor a local "Operation Raincheck" which will be put on by Nashua, New Hampshire personnel (Boston Center).

Our April meeting will be held jointly with Eastern New England's on April 14th at Jaffrey, a friendly New Hampshire airport nestled in the mountains. I'm already dreaming of the succulent lobster rolls and homemade ice cream sold in the restaurant there.

Still thinking of food: we're all looking forward to the Section meeting, luncheon, and banquet planned for us by the Connecticut chapter. It sounds wonderful, and I know that the girls have worked hard to make it the best. The business agenda sounds most interesting and it looks like there will be a great attendance. Thanks, Connecticut; see you in Bridgeport.

Be an  
APT AVIATRIX!!

## Southeast Section

ALABAMA - FLORIDA - GEORGIA  
MISSISSIPPI - NORTH CAROLINA  
SOUTH CAROLINA - TENNESSEE

### CAROLINAS CHAPTER

**Evelyn Hyman, Reporter**

Grey skies and fog added up to another "drive-in" for the Carolinas Chapter's March meeting. Yet the cozy atmosphere at Louise and Herman Smith's "Periwinkle" cottage stimulated an extraordinary meeting among the eight attending "old regulars" and our transfer Lorna Kringle, from the Puget Sound Chapter.

In connection with the 99's Museum project, we're fortunate in having two first-hand reporters in our midst; namely, Page Shamburger, Museum curator, and history-maker Louise Thaden. As we listen to the intricacies connected with locating and acquiring the treasures of aviation history we recognize the essence of this singular accomplishment — **TIME — the need to acquire these historical items as well as the priceless personal accounts quoted by the women who made history, before it's too late!**

Lucky as we Carolinians are to share in the museum project through Page's exuberant and detailed comments, we wish that time and distance permitted her personally relating all these facts to each Ninety-Nine chapter. Also, we're aware that communications, through this News or by word of mouth, fail to fully impart the pertinence of the decisions now facing the museum committee, the results of which will one day be the accomplishment of all participating Ninety-Nines in the world.

To take up this slack, **our chapter is preparing a surprise package which will reach all chapters sometime within the next four months.** When it arrives, plan a meeting around it 'cause it's bound to be interesting and entertaining!

Each of us feels strongly enough about this Museum of ours to work on 100% chapter support. In the meantime we holler "SUPPORT IT" to each of you!

Locally, we're excited about the recent development of Aerospace Education in North Carolina; namely, an aviation meet of high school students April 28th at Wilmington which may be the first of its kind in the US. April 14th will find us "in the chamber" at Shaw AFB and then, goldurnit, we're goin' to HIT THE BEACH!

### DEEP SOUTH CHAPTER

**Shirley Otis, Reporter**

Peterson Field was the site of the Feb. Deep South meeting. What a nice place Nancy Peterson has.

Esther Wright was the recipient of a beautiful pair of pillow cases bearing the 99 insignia for her fine performance in the spot landing contest. As for the editor — wow did I do a bad! Oh, well, you need someone to give everyone a laugh!

My loving 49 1/2er husband, Gene, did a "sneaky" by flying a Bell Ranger helicopter to a perfect spot landing but we had to lovingly disqualify the intruder! (fixed wing only)

Snow kept us from the normal meeting schedule — but it was beautiful to see the south in snow.

Betty McNabb bought herself a new arrow ... (guess it's not "Bonanza Betty" anymore). She is winging it all over the



country this month with her normal full schedule. Joyce Toman is going to the grocery store next week . . . for a bucket of pop wash and 100 feet of flight line! Shirley O (that's me) started riveting sheet metal, and welding at school this week . . . (Shirley the riviter!!!)

#### **FLORIDA SPACEPORT CHAPTER** **Barbara W. Ellis, Reporter**

In spite of rain and wind, ten members attended the January meeting in Orlando. The "Poker-Run" was discussed and each member was asked to donate a prize. Alma Drummond was inducted as a new member. A GAMA Safe Pilots Seminar is being arranged by Mary Joeherendt for April. Our Southeast Section Chairman, Cy Beers, was recently in Puerto Rico to make arrangements for the 1974 Convention. Luncheon at Willoughbys wound up a delightful day.

After a wonderful holiday in Europe your reporter was a bit out of touch with Ninety-Nine activities but thanks to the efficiency of our secretary, Ann Walker, here is the latest scuttlebutt.

Valentines Day found our members in Orlando at Falcon Aviation. Ann Conway has started a library for our chapter and members were asked to donate books on appropriate subjects. "Poker-Run" packets were given to members working at each airport on February 18. Because of the auto races at DAB, Tico and Sanford were chosen as alternate airports.

March was the chapter APT meeting in Orlando and all members were urged to complete their check rides prior to the Spring Sectional. Margaret Stannah was elected our delegate to this meeting. The April meeting will be held at Cedar Key.

#### **Points of Information:**

Your reporter saw many light aircraft flying around Amsterdam and sometimes two in formation flight. The weather was lovely though in the 40's. The traffic pattern at Heathrow (London) was a real dilly. We don't envy those pilots who must penetrate the maze on a regular basis.

#### **FLORIDA SUNCOAST CHAPTER** **Dotty Birdsong, Reporter**

The Suncoast Chapter regular meeting was March 15 at Albert Whitted Airport, St. Petersburg. Fourteen members and one guest lunched at Uncle Ed's Restaurant. Betty Hood, Vice-Chairman, called the meeting to order in the absence of Chairman Marcella Klotter who was out of town. Plans were discussed for the 1974 International 99's Convention in Puerto Rico. Our Southeast Section will host this convention. Betty Hood called for reports on all committees and the Poker Run held March 4th three Florida Chapters co-sponsored.

Thelma Dawson is home from the hospital but is having a great deal of pain in her hip and leg. She had an operation in February. Our Chapter was to paint numbers on runways at Vandenberg Airport at this meeting but communications were mixed up and the airport did the job.(!)

Betty Hood and Ethel Gibson will be pilot and co-pilot of number three airplane in the Intercontinental Air Race from Monterrey, Mexico to Nassau, Bahamas June 11-13. Fourth airplane will be Dotty Birdsong and Jennie Cook. Number eight position is Sally Tanner and Millie Lafferty. Thelma Dawson and Cy Beers plan to fly in this race if Thelma is all right by that time.

Sally Tanner pinned new member Judy Walters. Judy Larkin read the ceremonies.

Ruby Sadtler received membership in Silver Wings Fraternity for her twenty-five years since solo.

The Suncoast girls who flew to Little Rock for the Southeast and Southcentral Section Meeting March 30th took DRF supplies along. We were sorry to hear Pat Hange and Harriet Hamilton had to move their sailplane operations from Mulberry because the airport was sold. We did learn recently they will be operating in Plant City, Florida.

Our next meeting will be April 10th.

#### **KITTY HAWK CHAPTER** **Sally Menzel, Reporter**

Our meeting at Goldsboro, North Carolina, was marked by CAVU conditions, although June Rodd had to take her life in her hands and drive as the result of a nasty T-storm directly overhead at her home base of Beaufort, N.C. A "What's that on the runway?" shriek from pilot Annette Rogers caused us to rush to the rescue and remove a turtle who had crawled out on the runway to sun him- (or her-) self in the early spring warmth. The rescue of the turtle from an untimely demise set the hangar flyers to wondering what was the cause of our abandoning ship — have we had enough of flying? And those who saw us hiking in from the runway began to wonder if we had arrived without plane in the style of the Flying Nun.

President Esther Fordham presided over our more serious meeting. We plan to help out the Carolinas Section at the Angel Derby Terminus in Santee, S.C. We are looking forward both to being involved in the exciting race and working with our neighboring 99's. Hazel Monroe has agreed to investigate the possibilities of holding a Safe Pilot Seminar in her area. Our airmarking project at Goldsboro will be carried out during the next few months with the Petticoat Pilots assisting us. Jean Warlick reported on the ground instructor school to be held in Raleigh this summer. All members were urged to get APT. Nita Melvin was unanimously advised by the group to give up her job as it is interfering entirely too much with her flying activities.

#### **MEMPHIS CHAPTER** **Nancy Miller, Reporter**

Old Man Weather played a big part in spoiling plans for March fly-in for the Memphis Ninety-Nines. Some members have managed to find a nice day every now and then to put in a few hours. Martha and Frank Toby flew their Debonair to sunny (Sarasota) Florida. Netta and Doug Holden flew their new Viking to New Orleans and Gladys Estes flew to Nashville, Arkansas with her 49 1/2. Gladys is also busy working on her instrument rating.

The Memphis 99's have been sending business to the commercial airlines with Chris Brown flying to a meeting of the American Society for Neuro-Chemistry in Columbus, Ohio. Fern and Chuck Mann and Netta and Doug Holden flew to Hawaii for a week and report that they had a grand time. June Pentecost is off for a tour of Rome, Florence and Pisa.

Fern Mann has passed her commercial written and is working on an instrument rating. Several members, Netta Holden, Gladys Estes, Dot Wilson, Fern Mann, Hilda Savage, Rosemary Williams, Nelda Wilson, attended Operation Raincheck, sponsored by the FAA.

Big news of the Memphis Chapter this month is the acquisition of a Lockheed

Vega radial engine that was flown by Amelia Earhart on a couple of her overseas trips. The aircraft was owned and flown by a Mr. Mitchell when it burned in 1943 at Wilson Field in Memphis. The Ninety Nines have Memphis member Mary Oliver to thank for her diligent work in researching the history of this engine. She put in many hours that resulted in the engine going to the Air and Space Museum at Ninety Nine Headquarters in Oklahoma City. The Memphis Chapter is proud to be able to donate the engine to our Museum.



*Standing, Mary Oliver and Mr. Wilson, owner of Wilson Field, Memphis, TN; Netta Holden and Fern Mann with the Lockheed Vega radial engine flown by Amelia Earhart which was donated by the Memphis Ninety Nines to the Air and Space Museum, March 1973.*

#### **MISSISSIPPI CHAPTER** **Charlotte Rhett, Reporter**

The Ninety-Nines, Inc. were given some great publicity last month when a member of the Mississippi Chapter reigned as Queen of Mardi Gras in Biloxi. She is Gayden Green, a student at Baylor University, Texas, a private pilot, and a participant in the 1970 Angel Derby, in which she placed sixth. Her mother and co-pilot for the Derby is 99 Janet Green. Gay's reign as Queen Ixolib (Biloxi spelled backwards) was extensively covered in the newspaper and on TV and both media included the details of her flying activities. Gay was a very beautiful queen and we appreciate the good she has done for our organization.

Wanda Garson was hostess for the February 23, 1973 meeting of the chapter in Gulfport, Miss. It was well attended by seven members, two husbands, visiting 99 Glorice Wills, and several non-flying guests. We were treated to time on Robbins Airborne instrument trainer courtesy of John Garson and Jamie Gorbes. Some of us found ourselves doing aerobatics for the first time!

During the business meeting, the chapter reaffirmed its commitment to assist the Intercontinental Air Race at their mandatory reporting point Natchez, Miss. A report from Ernestine Mahan, FAA Volunteer Accident Prevention Counselor, noted that she had been appointed to a committee to select the outstanding flight instructor in Mississippi. She had also assisted with a safety meeting for the pilots in the northwest area of the state.

Hangar talk centered around Janet's recent flight to Mexico, the Cayman Islands, and neighboring attractions in the Caribbean. Of special interest was her return flight over Cuba. Janet gave all the details of what arrangements had to be made in advance, **how much it cost**, the approved



traffic corridor, and the difficulty of establishing in-flight radio contact. We were glad to know the passage was completed without real difficulty.

The chapter meeting for March has been premitted to encourage attendance at the joint meeting of the Southeast and South Central Sections. The following month members will join the Louisiana Air Tour on April 13-14 to enjoy the sun, sand, and water of the Mississippi Gulf Coast.

#### **NORTH GEORGIA CHAPTER**

**Doris Engarrand, Reporter**

Several North Georgia 99's attended the section meeting in Little Rock the last weekend in March. It was absolutely great!

We had our monthly business meeting at the home of Jean and Roy Voyles, March 13. Among the numerous items discussed was a flying scavenger hunt, April 15; the hosting of a GAMMA meeting at Georgia College in Milledgeville, Georgia, April 19; and a fun fly-in at Jekyl Island, May 19. Many of our members are happy to have a chance to learn more about the weather from Carolyn Steel's husband, Paul. Paul, an airline pilot, has offered this free service to any North Georgia 99. Thank you Paul!

Pauline, Peter, and Tracy Mallary recently took a flying vacation through Kansas and Oklahoma; however, they were plagued with bad weather. Jean Voyles and Doris Engarrand had better luck; they have just returned from a flying vacation to Key West, Florida. When the courtesy car arrived to take them to the Holiday Inn, the driver kept looking around for the male pilot. He couldn't believe two women would fly alone to Key West; this was the first time he had driven women pilots from the airport to the Inn.

We are very proud of Jean Voyles; she was selected by the FAA to serve on the committee to choose the instructor from the Southeast region for the annual national Flight Instructor of the Year award.

#### **CENTRAL PENNSYLVANIA CHAPTER**

**Carol Ann Windsor, Reporter**

Our March meeting saw us in Elmira to join the Western New York Chapter for a luncheon discussion of the terminus for the PPD. The air was bristling with excitement in anticipation of the event. The weather cooperated for this chapter, storms staying well north of our route and destination and most of the members flew in. It was a pleasant reunion for this reporter, renewing an old high school friendship with Diane Mudd, reporter for Western N.Y. Chapter. We had lost touch until reacquainted through 99's about a year ago.

Congratulations and welcome to our newest member, Mary Jane Null. Mary Jane is from Kane, Pennsylvania, a town known to many as the "ice-box of the world" — BRRRR.

We regret that we are losing Eleanor Stilli, who, with her husband, John, has moved to Florida to engage in business there. Before leaving this area, John earned his multi-engine rating and he and Eleanor flew to Arizona for the month of January.

Mary Jull and hubby, Jim, who are very interested in antiques, recently moved to a new location, purchasing a very old farmhouse, which they are in the process of restoring.

Ronnie Johnson flew to Vero Beach, Florida for one week. Alice Fuchs has been in Florida.

Marty Owens translated a Pressurized Navajo Mechanics School for some Argentine pilots. Marty also had the thrill of having her first student solo.

May 20 will find our chapter working hard in State College, flying our Penny-a-Pound. Hazel Bartolet, as chairman, Carolyn Harbolis and Marion Dunlap to help, will have the affair well organized. Hazel and the girls are planning to have at least six planes ready to fly the eager passengers. With refreshments nearby, all we can hope for is a day that is CAVU.

#### **EASTERN PENNSYLVANIA CHAPTER**

**Louise Sacchi, Reporter**

The night was dark and dreary over the North Atlantic, and Ocean Station "Charlie" said: "Tomorrow is the 27th and we will be going back to port." Suddenly it dawned on me — the Newsletter — I won't make the deadline! So here we are with two months to catch up on.

For me, the most exciting news is that the wonderful girls of Eastern Penn held an Open House at Wings Field to celebrate my 200th ocean crossing in light planes, and aviation friends from all quarters came, almost 100 of them! The next day I left again for another delivery, and have hardly been home since. If you want some real frustration, try a Musketeer to Europe in the winter — not recommended.

Karen Cosgrove introduced some of her schoolmates to Aviation via a tour of Chester County Airport, taking some of them for a ride in her father's Cessna 150. Catch 'em young!

Considering the weather we have had a fair amount of flying activity, to wit: Joanne Maloy passed her Instrument Flight Test; Judy de Marco took an APT ride in her Bonanza; Elyse and Lin Chapman have taken their Aztec to Florida twice; Betty and Ernie Berrisford are on their way to Florida in their Comanche; and Adelle and Sid Parsons are enroute to Atlanta, Georgia for a Pediatrics refresher course for Sid, then to Florida to fish. Their two sons went along in the Arrow.

Harryette Jordan now has her AGI and will be teaching Ground School in an Adult Education course at a New Hanover High School. Catch 'em not so young also!

Joan Bertles attended the Flight Instructor Refresher course in Atlantic City.

Marge Bryant received the Flight Instructor of the Year Award in the Allentown district of the FAA; this makes her eligible for the Regional Award, which is given in New York in April. We are very proud of her, and quite sure nobody in the Region has a better record!

Anne Shields was speaker for the Zonta Amelia Earhart dinner in January; officiated at the Safety Seminar in Garfield, N.J. in February; gave her assistance to Operation Raincheck in the Phila. area during March; in Harrisburg to speak in behalf of the Phila. F.S.S., which the FAA would like to close down, despite their assertions that they love General Aviation, and will do all things to make flying pleasant for us. The Phila. FSS is very important to large numbers of pilots over a wide area, so one does question those assertions.

We grieve for Julie Nerurkar in the sudden death of her husband from a brain tumor.

Terry Friess is grounded by a malady which remedy baffles the doctors. After three weeks in the hospital, she waits "patiently?" at home, thinking of the In-

strument Rating she almost has.

The March meeting at Queen City Airport, Allentown I missed, but my spies tell me that despite the weather — rain, snow, and wind strong enough to twist the hangar doors — 12 intrepid members and 2 prospective members drove up and enjoyed themselves. Jean White not only made all the arrangements for meeting room, etc. but also provided chili, rolls and coffee. Anna Spivey brought the salad, and Judy de Marco the dessert (nobody told me what it was). There were also 2 49-1/2ers and 2 24-3/4ers present. Dottie Miller just happened to have her camera at the right time, and showed some interesting film of a Travelair landing wheels up at Penridge airport. Wouldn't you hate to have that recorded for posterity?

We are all very pleased that Elsie McBride is marrying George Schmidt on April 28th.

Our newest prospective member arrived on Feb. 26th, weighing in at 8 lbs., 2 oz. Her name is Andreana Lemmon.

With 4 airplanes to Germany, 1 to Switzerland, and 5 to England in April, I will be relying on my "spies" again next month.

Happy flying!

#### **GREATER PITTSBURGH CHAPTER**

**Alyce S. Conrads, Reporter**

The Chapter has been looking forward to better flying weather after an almost exclusive IFR winter. Mary L. Waite was our guest visiting from Zelienople, Pa. Myra Schaad was welcomed as a new member.

June Menzie and Helen Davison have been flying the Direct Relief missions. Marty Poole (Central, Pa.) has been delivering to them and girls have been flying the supplies to Pauline Genung (Indiana).

Sophie Payton and Sandy Van Huyck have both passed their Instrument writens. Sophie went the route of Accelerated Ground School of Atlanta, Ga., and Sandy via the A.O.P.A. Instrument Course. Alyce Conrads received her Instructor's Certificate and has been instructing for Southwest Suburban Aviation at Campbell Airport, Bridgeville, Pa.

#### **MARYLAND CHAPTER**

**June Hanson, Reporter**

Thanks to arrangements made by Sheila McEntire, our February meeting was a Friday night tour of the control tower at Friendship International Airport plus a visit to the radar room with its recently expanded facilities.

At the March meeting, we were treated to demonstration flights in a new Decathlon aircraft by Jack Poage, aerobatic pilot and President of Sportcraft, Inc., at Aldino-Churchville Airport. Jack took fifteen 99s flying with him; for many, it was their first experience in aerobatics and some looked a bit dubious before take-off. When they landed it was quite different — They Loved It!

The end of March Maryland 99s will assist with Open House at Cecil County Airpark, under new management, and with an FAA Pilot's Educational Clinic to be held at Edgewood High School two nights, with flight demonstrations at Aberdeen Proving Ground's Phillips Field the following morning.

In April, plans are to airmark at Cecil County Airpark on Saturday following Sectional meeting in Norfolk on April 7th. We should be well represented at the meeting hosted by the Virginia Chapter.



However, the Eatons, Grovers, and Stinchcombs have a problem — Md Flying Farmers have a fly away weekend planned for the same date.

**FROM THE FLIGHT DESK:** Two new CFIs in the Maryland Chapter — 99 Edna Somerlock is teaching at Frederick Airport. Mary Beth Jones earned her Commercial rating (also became engaged to John Autry).

Tommie Strauss reports good response from members willing to assist with Direct Relief Assistance program.

Only sixteen flight summaries for 1972 were returned to Chairman Doris Jacobson but, with two reporting no flight time, the rest added up to more than 1500 hours with flight destinations to California, Utah, Florida, Bahamas, and all over the U.S.

Sheila McEntire CFI logged five hours in a B-25 from Baltimore to Ft. Lauderdale, Fla.; she said it was slow and noisy.

**NOTE:** If you're looking for an inexpensive nice place to stay in The Bahamas write to Riviera Villas No. 22, P.O. Box 144, Joppa, Md 21085 for information (an apartment owned by two other Maryland pilots).

Chairman Doris Jacobson served on the Selection Committee to choose the FAA's Instructor of the Year for the Maryland District. Robert A. Burns, employed by Hinson at Friendship, won a unanimous decision for his outstanding contribution to air safety through flight instruction practices.

Barbara Feader and Sheila McEntire are now partners in a new venture — Chase Aviation, Inc. The beginnings of a new flying club with one Cessna 150.

Kay and Jim Bays flew their Twin Comanche out to California late in March to receive an award for being one of the Top Ten Dealers nationwide in sales of Argosy Travel Trailers.

Because of new flight duties at Frederick Airport, Edna Somerlock has had to relinquish duties as Airmarking Chairman. Connie Ball volunteered to take over with assistance from airmarking expert Lenora Eaton.

Kathy Poole's 49-1/2er, Dr. Bob Poole, has been speaking at several FAA-GAMA Pilot Educational Clinics as featured FAA Medical Examiner.

Donna Hawkins became a Maryland 99 at the Aldino meeting in March — she's an aircraft owner, too! Jane Noyes, now residing in Bel Air, Md., plans to transfer into our chapter soon.



L to R: CFI Sheila McEntire, Md East Governor Jackie Scott, and Md Chap Chairman Doris Jacobson inspect the riveting in a World War II aircraft at the Smithsonian Institution's Aircraft Storage and Restoration Division in Silver Hill, Md.



At their March meeting, the Maryland 99s were treated to demonstration flights in this Decathlon through the courtesy of Jack Poage, aerobatic pilot and president of Sportcraft, Inc. at Aldino Churchville Airpark. Front: left to right — Donna Hawkins, Gerry Storm, Lenora Eaton, Joan Bates, Rene Birch. Standing — Catherine Grover, Linda Grace, Paulette Jones, Jane Noyes, Ginny Vogel, Tommie Strauss, Chairman Doris Jacobson, Connie Ball, Jack Poage, and Cleo Sherbow.



The Maryland 99s, 49-1/2ers, and friends were taken on a special tour of the Aircraft Restoration and Storage Division of the Smithsonian Institution at Silver Hill, Md., by Division Chief Don Merchant — the gentleman in lower right foreground in photo.

## Southwest Section

ARIZONA - CALIFORNIA  
HAWAII - NEVADA - UTAH

### ALOHA CHAPTER

Lorette Zlirker, Reporter

Speaker at this month's meeting was Jim Boyle, for NASA, with a table-sized model of the soon-to-be-lofted Skylab. Boyle is an invited participant in the Aerospace Workshop, a University of Hawaii summer feature for school teachers, organized by Prof. Don Aten. Several Aloha Chapter members, notably Dot Read, have aided the Workshop, particularly its airshow. This year, the hope is that each teacher will have an "air buddy," for a personal introductory flight. Ninety-Nines have volunteered.

Marguerite Gambo Wood renewed her Instructor certificate recently for her thirty-fifth year of flight instructing. One of our local newspapers noted the event with an interview and photos. One reader of the article, who does a late-night radio talk show, and who confessed to needing a couple of margaritas before she would even think of stepping into a small plane, phoned Ma Wood and asked the expert for help. The result: a pleasant hour's flight, a tape recording of it, and an appearance by Marguerite and Jane Kelley on one evening's broadcast.

The Poker Rally is on, for April 29th. Ways and Means Chairman Pat Davis says it will be our one money-raising activity of the year, so we hope for good participation from the flying community.

New member, Deetsie Chave had lunch with a couple of us between her flights to Fanning Island (in the Line Islands group), and her appearance before the state legislature on behalf of the Aquarium. Deetsie is an ichthyologist, who often helps to fly the seven-hour trip to Fanning in an Aztec, to do marine studies.

Three Ninety-Nines have been designated Accident Prevention Counselors: Betty Miller, Pat Davis, and Jane Kelley.

Jane is conducting a spirited APT campaign, with good results. Pat Kelley is going to the Southwest Sectional, and Florence Beamon is going to the Southeast Sectional, so I guess we'll have the word. Multi-pilot Lorette Bilkiss was the first on the scene of a search operation for a missing military F-4. Dee Pratt is leaving us for Spokane, with the very best wishes of the Engine Seminar Black Gang. Two more new members are, Sally Hall, and Ayako Yamada.

Visitors lately have been: Pat McEwen, International Board member, with a cheery word; Charlene Poe from Arkansas; and Gerry Halpenny, from Monterey Bay.

### BAKERSFIELD CHAPTER Florence Moody, Reporter

Touring LAX radar center and control tower was the exciting trip for ten Bakersfield 99's and seven guests. We were divided into two groups and were allowed to look and listen and ask questions for longer than any of us had planned. It was fascinating to see the workings of the personnel and equipment. A stewardess getting off duty could not believe that we were spending our day at the airport.

Meeting in March, we heard a soaring school instructor present slides and comment of his students in sail planes. Mr. Eckmann answered our questions. He said Tehachapi has four types of lift: mountain wave, convergence, ridge and thermal. He invited us to their Open House all the month of April.

In order to donate now to the 1974 AWTAR, we voted to assess ourselves five dollars each.

Proudly we hail our International charter member, Achsa P. Holfelder, who has written a history of herself and some history of our chapter.

Patty Piper has changed her name to Mrs. Douglas Hallam. Best wishes, Patty.

### BAY CITIES CHAPTER Kathy Walton, Reporter

The rains have finally stopped, so they tell us, and we now look forward to a spring and summer of happy flying. Meanwhile we did get around the weather, a day late, for our 41st anniversary celebration. We joined together for a fly in to the Red Top Cafe over in the San Joaquin Valley. Clouds formed a barrier along the hills on the planned day so our numbers were lessened when we actually went. Those attending were Joyce and Hal Wells, Rose Sharp, Karen Kahn, Helen Kampe, Gertrude Cherry, Ena Ayers, Kathy Walton and guests Miriam Clark and Janet Robbins.

Mr. Flanagan, the owner of the ranch and cafe, was on hand to greet us. He has been flying for many years and has the store front showcases as display for his trophies from hunting and fishing expeditions



he's gone on in his Cessna 170. He keeps the cafe open on weekends so that flyers may wing over for lunch. On the 180° radial out of Merced VOR it is a fun palce to go for lunch. The strip is a well maintained dirt and grass strip.

The luncheon was topped off with a birthday cake which Joyce Wells had made for the event. A beautiful afternoon for flying completed the day.

The weather has kept us on the ground these last weeks. Joyce Wells has Cherokeeed to Redding and Rich and Kathy Walton have been winging to Clear Lake in their 172.

Don't forget if you are in the area to attend our Safety Seminar at Canada College on Sat. May 19 from 9 a.m. - noon. In the meantime let's fly and get APT.

## EL CAJON VALLEY CHAPTER

**Helen M. McGee, Reporter**

Meetings of the El Cajon Valley Chapter 99's have become so informative and interesting that the February meeting at Dottie Sanders home, found the group still animatedly discussing the evening's events at 11:30 p.m. Our "piece de resistance" was "Tower Talk" featuring Dave Sigsbee from Gillespie Field Tower. He and Dottie Sanders enthralled us with a skit characterizing a typical woman pilot contacting the tower for instructions, and the microphone byplay. Then each one present listed the obvious errors. Leah Liersch proved her alertness and took home the prize of eight new airplanes. Questions and answers followed, with Dave doing a great job of helping us to communicate better in the air with towers. Dottie Sanders' home was an appropriate meeting place — adjacent to Gillespie Field with all the activity on Runway 27 and lights for our benefit and enjoyment. We also celebrated four birthdays with champagne punch and two cakes baked by our gracious hostess.

We welcome Linda Gaylord as a new member; Sue Clark transferring to us from North Georgia Chapter, and to Lois Drum, transferring from the Michigan Chapter. Weather (rain) has limited some flying trips, but I know the new members from North Georgia and Michigan will enjoy flying weather in Southern California.

Helen McGee's son flies a hang-glider, and she attended with him a very enthusiastic group of more than 200 people meeting at the Balboa Park Aerospace Museum in San Diego — all members of the San Diego Area Hang-Glider Association. Waldo Waterman, well known in all areas of aviation, is an active member. Her comment: too dangerous, but probably great fun to run, jump off a mountain and soar like a bird with only the wind for power.

## FRESNO CHAPTER

**Lois Beeler, Reporter**

The Men's Air Race scheduled for April 28th should prove to be a fun time for all. Come up (or down, or over) to Fresno to see the take-off, fly-bys and be in on the general festivities of the race! Contact Kathie Muller for details and/or reservations.

Thursday, April 12, the Santa Clara Chapter 99's have scheduled a fly-in to Hanford for lunch at the famed Imperial Dynasty. Fresno 99's will be on hand to greet and guide.

The March 18th Treasure Hunt was lots

of fun. Top prize went to Judy Eggleston with crew, Bev Martin, Betty MacPherson and Bob Asbury who also won the dubious prize of being the senior citizens of the race. Second place went to Kalhis MacNamara with co-pilot, Eleanor Lininbach and third place honors went to Veronica Paolini and crew, Ginger MacDonald. Carol Bugay with her crew of High School students won the lollypop prize for having the youngest crew. Judy Holton and co-pilot, Betty Martin took the prize for having the fewest hours even though Betty added wrong and put down 100 hours too many! Voline Dodgson and co-pilot, Kathie Muller, took the jigsaw puzzle prize while Violet Huckleberry and co-pilot, Eleanor Linenbach walked off with the prize that said they had pinned the tail on the donkey!! Everyone had a lot of fun and maybe even learned something, so accolades to Barbara Faller and Theola Nutt for the time and energy they put into the planning and execution of the fun-filled day.

## GOLDEN WEST CHAPTER

**Vivian Harshbarger, Reporter**

April 1973 is the third anniversary of our Chapter Charter and it certainly has been an exciting three years.

The projects were started, even before official charter, with a San Francisco Giants — Golden West 99's baseball game put together by Honey Cowan with a lot of help from all the members. In that, and subsequent games we were all saying — "We're pilots not baseball players". But try we did and had two annual games and would have had a third except for unprecedented rain. Despite sore muscles and some minor injuries the ball games were fun all the way and we feel we helped bring the "flying spirit" to the general public.

Then Toni Kuhns and Pat Appel thought it would be great to have the 1972 Powder Puff Derby Start. As with the baseball games all you have to do is have an idea and everyone is there to help. A Derby Start, as any Chapter that has had one can attest, is no small feat and with a Chapter our size the difficulties were nearly insurmountable but under the direction of Toni and Pat, Jeanne Abramson handling publicity, the cooperation of neighboring Chapters and all of us doing our part the dream of a Derby Start became a reality, and we feel a huge success.

A PPD Start teaches you a lot about working together and anything after that is anticlimactic but a little experience and a rolling start makes it impossible to stop. So now we have the Mini-Derby. A handicapped speed race for low time pilots and under 200 horsepower airplanes. From the personal contact we made at the Derby Start we felt there was a need for a speed race designed for low time pilots. (The Derby is tremendous but not an event to learn to race) We've never put on a race so the whole thing is experimental but hopefully it will become an annual event.

There have been numerous other, just as important projects such as Fran Grant representing us in regard to California legislation affecting general aviation and working on programs initiating the young people of the area into aviation. Working on instructor ratings for Pat Appel and Toni Kuhns, Jane Baker running for County council, Jeanne Abramson and Al being involved with aviation litigation, Eleanor Bailey helping her son get a license though

semi-handicapped, and many, many more.

Mardo Crane's recent note to us sums up what I think the 99's and our Chapter are all about. "I sense the spirit of adventure, and the courage to tackle difficult jobs in each of you. Then, you can work together, as a Chapter, regardless of differences — and I know that is a matter of give and take, which so many lack. As I said — the 99 woman is an unusual person, a complete individual, and able to advance the cause of general aviation whenever she chooses to apply her talents."

And that's our goal for the future — to do everything we can for general aviation and the 99's.

## LAS VEGAS VALLEY CHAPTER

**Betty K. Slater, Reporter**

Our March meeting was held at the lovely home of Pris Taylor. However, our meeting became entangled in FAA's local proposal of the new Traffic Control Approach system. After a well-heated meeting of cussin' and discussin' we had Carole Vilardo represent us at the general public meetings to converge ideas and proposals from flying enthusiasts, operators, business men, FAA, etc.

We welcome a transfer member from the Wisconsin Chapter — Lois Erickson.

Nancy Craddock and her 49 1/2 John flew down to the Hot Air Balloon Races which took place in Albuquerque, New Mexico. Nancy said the weather took a turn for the worse and they had to cancel the last part of the event. However Nancy said, "that it was an unbelievable sight."

Don't forget, girls in the Southwest region can take advantage of the "two for the price of one" bargain now available. On your next check ride for APT call a FAA Safety Check Pilot to take a proficiency check ride and receive the FAA "Safety Pin" (which really looks like the name it implies) but don't forget to take your APT form and have it signed off at the same time and then get your double reward — an APT pin.

## LONG BEACH CHAPTER

**Jean Pyatt, Reporter**

Juanita Thompson and Marilyn Twitchell received their Commercial Certificates on March 19. Angela Masson has added an Instrument Rating to her Commercial Certificate. Fran Bera McLin, Jean McConnell, and Juanita Thompson have become Apt and Jean Rees has received her "Safety Pin". Jean McConnell and Karen Sherman have passed their Commercial written examinations. Jean credits Joyce Jones' Instrument Ground School, also attended by Millie Kruger. Millie flew a Thorp T-18 to an Antique Airplane Fly-in in Casa Grande in February.

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Franz Schiffman, Jean's son, passed his scoring check ride and a family flight was scheduled for March 21, Franz's sixteenth birthday. Mother and son also recently visited Norton AFB and toured a C-141. Rex Sager, Juanita's son, received his Private Pilot, Airplane, Certificate on his seveneenth birthday. He took his check ride with Fran Bera McLin.

The Chapter welcomes-Pat DeSena and Pat Ellis as new members. Mary Pinkey is sponsoring a new International member whom she met on her recent trip around the world, Sharon Klain from Lisbon, Portugal. Jean Fitzpatrick had lunch with Zipora Alterman, one of four women pilots in Israel, who is completing her Instrument Rating with Jean Rose.

Emma McGuire was honored at a dinner on March 23 as a runner-up for the Instructor of the Year Award for the Santa Monica GADO. Billed as the "First Annual Banquet", there was an excellent turn-out, and the Chapter was very proud of Emma who was the only woman among the nominees. Guest speakers were Leif Erickson and Lloyd Haynes. Mr. Haynes was a guest at our March meeting. He showed his Room 222 episode on "Education Through Aviation" which has become a reality through his own efforts and those of Accelerated Ground School in Santa Monica, our hosts for the evening, with Ted Turner conducting the program. ETA (Education Through Aviation) needs airplanes, pilots, and ground instructors. Their office is located at 8272 Sunset Blvd., Los Angeles, Calif. 90046. The telephone number is 656-1082. Jean Pyatt and Marilyn Twitchell have been flying for ETA on Saturdays and N 299PT has gotten a good bath!

Georgia Lambert and Emma McGuire are making plans for the Angel Derby, flying Emma's 182. Pat Schiffman and Chuck Smith are scheduled for the Fresno 400. Chris Huerth and Chuck flew the Vixen Frisk. Chris and Jean Schiffman will go back to Wichita on May 4 to pick up Chris' new Skyhawk, N 73PP. Race Kits for the Palms to Pines will be available May 1 from Claire Walters, 3200 Airport Ave., Santa Monica, Calif.

Lee Title has started a new business called Professional Air Shows, International. To engage her services, contact her at the City of Torrance Planning Department, 3476 Garnet St., Torrance, Calif. 90503. Colene Giglio of Eagle Aviation in Long Beach is sponsoring a Safety Seminar at Rochelle's on March 27. Angela Masson and her sister, Lisa Masson, are starting a monthly newsletter for Santa Monica Airport, call Airplanet, to bring Santa Monica flyers closer together. If you have any news or wish to write a column call 394-5530 or write to Airplanet, 852 - 15th St., Santa Monica, Calif. 90403.

Rita Gibson, co-chairman of the 1973 Instructor Revalidation Clinic, held at Rochelle's in Long Beach on Feb. 27 and 28, and March 1, reports that the Chapter has made a profit of \$3866 on this project. We would like to encourage other chapters to undertake these clinics as fund-raisers.

#### WANTED

Bids for a stenotypist for the 1973 (Aug. 8-12, Milwaukee) convention must reach — by May 15th — Mary N. Able, Secretary, The 99s, Inc., P.O. Box 42151, Houston, Texas 77042.

#### LOS ANGELES CHAPTER

##### Holley Ballard, Reporter

Sally LaForge, past chairwoman and active member of the LA Chapter, learned to fly in 1952 in Santa Monica and has raced in the Powder Puff in 1964, 1969, and 1971. She holds a graduate engineering degree from the University of California at Berkeley, and an MA from UCLA. An aeronautical engineer, Sally is Chief of Performance and Programing at Hughes Helicopter. She has and will continue to teach a class in helicopter performance at UCLA Extension. For fourteen years Sally has been active in the Civil Air Patrol, flying for search. On one such mission, Sally was in a Cessna that dropped its prop . . . they had to telephone for help . . . to the Civil Air Patrol, of course.

This was a month in which members supported activities of other chapters and FAA functions. Lynn Oppen, Sally, Norma Futterman, Virginia Showers, Madeline Like, Dorothy Pepin and Wave Garvey attended the Instructor-of-the-Year (from SMO, Van Nuys, and Hawthorne airports) Award dinner in Santa Monica. Several of these members, as well as Rachel Bonzon, flew in the Vixen Frisk, sponsored by the Orange County Chapter. We didn't win anything, but the flying weather was beautiful.

Coming up in April: a physiological training course at Pt. Mugu which includes a short residency in the "high altitude effects" chamber . . . those brave 99s attending must have recent medicals. Should be an enlightening day, literally.

#### MONTEREY BAY CHAPTER

##### Rosemarie Schoening, Reporter

Our Gama Safety Seminar held St. Patrick's Day at the City Council Chamber in Monterey went extremely well with approximately 200 people attending. Our gals made some delicious sandwiches, salads, cookies and other goodies for the noon break. Prizes were donated by Air Trails and C.A.V.U. Aviation in Salinas and Del Monte Aviation in Monterey. Much information is gathered at those Gama Seminars, so try to attend one soon.

Dell Hinn, Kay Harmon and daughter Diane, Geri Halfpenney and 49 1/2 Norm, and myself, went to Santa Barbara again for DRF. Dell also has been flying several prisoner trips to Frontera Women's Prison and the California Drug Rehabilitation Center. She and George, Geneva and Doug Cranford, Greta and Caryl Peterson were among the 51 people and 13 airplanes that went on the Monterey Peninsula Airmen's Association fly-in to San Carlos, Mexico, the first part of March. A grand time was had by all.

Geri and Norm Halfpenney flew to Hawaii via Northwest Orient for a medical convention. Pat Kelley met them in Honolulu with leis. They too, had a great time.

Connie Hood has the best story. She flew to Japan via Honolulu with Northwest Orient, then to Sydney Australia via Manila on Qantas, Brisbane, Australia on Trans Australia Airlines, all with the company she is employed by. She was invited in cockpit of a 747 and 707 when her boss informed the airline personnel that Connie was a pilot. Thrilling! The return trip was a little different as Connie had an injury to her leg and flew back in a large cast on crutches and in a wheelchair part of the time. Connie says that's the only way to go through customs and immigration for they give you the VIP treatment. She has a lot of good

things to say about her trip and enjoyed every minute of it.

Our newest member Elaine Brady was pinned at our last meeting March 13, at June Knapps lovely home in Carmel. Elaine got her ticket in November and is about two hours away from a glider rating.

A few of the Salinas men are planning to fly the Fresno Men's Race in April. I think I'll just mail my 49 1/2 Frank's entry in and tell him about it later.

We're happy to hear Lowell and Phil Hu-kill are taking to the blue again and we think that their airplane looks good with that new paint.

Mary Painter and Ivon are planning to fly the Tucson Treasure Hunt again this year. They did so well last year in their Cessna 172 perhaps they will bring home another prize.

I would like to pass on some information — Stockton's coffee shop has the best apple cheese pie. Frank and I stop for some every time we're in that area. It is delicious, you should try some. (Maybe not til after race season, I wouldn't want to be responsible for the extra pounds you put on.)

#### MT. DIABLO CHAPTER

##### Sharon Ketchum, Reporter

Catching up time again! Would you believe February found us trying to make wings to Half Moon Bay and, again, "Mother Nature" didn't provide her beautiful skies and our ladies had to detour via horseless carriage to the nearby Velvet Turtle Restaurant. Getting together at the Velvet Turtle were Marge Rogers, Grace Ellis, Lorna Teverbaugh, Marie Porter, Judy Bigby, guest Frankie Banducci, Betty Boggess, Buckie Johnstone, Marty Graham, Pauline Wade and guest Marion Morris. (It's a good thing that Judy didn't have to walk to the Velvet Turtle since she was hobbling around on a broken leg acquired skiing at Aspen.)

In March the fly-in destination was Reid-Hillview Airport in San Jose. Marty Graham flew Marge Rogers' Cessna Sky Master with Marie Porter, Joan Gore, Pauline Wade (recently returned from a trip to Baja along with 49 1/2 er Harry), and Marty's guest Marion Morris; joining these gals were Buckie Johnstone, Joan Mason (on her way back from Salinas), Nancy Wallis and her guest Miriam Maxwell. Our members were welcomed and taken to the Liberty House for Luncheon by Pat Roberts, Evelyn Lindstrom, Marian Barnick, Willie Gardner, Pat Rowe and Sherry Anderson all of the Santa Clara Chapter of Ninety-Nines.

Marty Graham, Betty Boggess, Grace Ellis, Pauline Wade and Marge Rogers flew in Marge's Sky Master to San Diego for the Southwest Sectional. Know all had a good time. Safe flying til next month!

#### ORANGE COUNTY CHAPTER

##### Darlene Brundage, Reporter

The Vixen Frisk, March 24, was not delayed by weather, the route was not fouled, and only one plane (Fiscal Flop Airlines) didn't make it to the start. In short, we can't believe how well it all came off. Departure was from Runway 6 at Fullerton; heading us almost directly toward our first fly-by, Big Bear Airport in the San Bernardino Mts. No one apparently had any difficulty getting on course to the next one; this time at Baker Airport in the desert. After the journey to the mountains and desert, the only thing left to do was head for some water: the final fly-by, Deamer Water Filtration Plant in Yorba Linda, east of Fullerton.



Then came the difficult part for out-of-town-ers . . . finding Fullerton Airport once again for landing.

When all planes had passed each fly-by point, the scoring committee went to work. Trophies went to First Place, Sharee Thomure and Bob Long in a Debonnaire; Second Place, Darlene Brundage and Dick Brundage in their Banana; and Third Place, Kay Malcolm and Jim Malcolm (Sacramento Chap.) in their 170. Best American went to Sylvia Paoli and Ginny Flanary; Best Piper to Beverly and Mickey Mahoney; and Best Cessna to Kay and Jim Malcolm. We congratulate Esther Grupenhagen and the whole great crew for arranging decent weather, a fine race, and another opportunity to learn a little more about flying.

APT and FAA proficiency checks have caught on lately! Terry Darch is sporting her new Commercial Certificate and Safety Pin; Mary Olsten has her Safety Pin, Barbara Ward is AOT, MaryAnn Jamison passed both her Comm'l and Instrument WrITTens, Avery Grey is APT, Zona Appleby passed her Comm'l Written and Shirley Cole passed her Instrument Written. The nicest new pin is that presented to Judy Stoh: her new Ninety-Nine membership pin.

Have you heard that Maggie Burch is now not only "star of stage and screen" but also TV? She was interviewed by local Channel 10 and was reported (mostly by husband, Bill) to have done a "delightful little number" on Ninety-Nines, Powder Puff Derby flying, and Wings for DRF for over 30 minutes. She said that tho' they were interested in all the activities, DRF seemed to command the most attention.

Terry Darch and Esther Grupenhagen have put frosting on the Girl Scout aviation badge we've helped with by taking the girls for a plane ride upon completion of their requirements.

More-or-less fly-ins, more-or-less successful have been: Another of those one plane efforts: Ginny Flanary, Sylvia Paoli and Maggie Mahoney flew with Esther Grupenhagen on some sort of trip, sort-of to Giant Rock. Another was the lumpy, bumpy day Barbara Ward, Barbara Stewart, MaryAnn, Sylvia, and Esther tried to stay tied down to their seats and prayed the DRF things they were taking to SBA would follow suit. The Flanary's went too. Ginny was under the hood and thought it was supposed to be like that.

We're all excited about our pretty new "APT", "Wings for DRF", and "Airmaker" patches which promote Ninety-Nine activities. We all wore ours to Sectional at San Diego. When Mrs. Flanary had this brain storm, she didn't take into account the fact she would be in charge of the whole thing from — art to finish. (Sorry, couldn't resist.)



Winning Co-pilot of Vixen Frisk, Bob Long, grasping the well earned First Place Trophies. (Pilot, Sharee Thomure left early.)

## REDWOOD EMPIRE CHAPTER

Nina Rookaird, Reporter

The Redwood Empire March meeting was held in Nina Rookaird's Pinole Valley High School ground school classroom.

APT pins were given to Esther Harri, Jeanne Gibson, Louise Ramsey, Olive Agron, and Frances Gauger. Frances Gauger, also, was given special congratulations on obtaining her commercial license. To add to her pleasure was the fact that her 15 year old son had taken his first flying lesson.

The members watched films on Aviation History and "The Sky Is Yours". Flight games were studied. Tape recordings of landing procedures were heard. The remainder of the members took turns in the simulator.

Visitors included Marian Morris, Betty Semas, and Virginia Kalbrunner. Members present were: Pat Stouffer, Olive Agron, (who acted as Chairman), Nancy Buckalew and 49 1/2 Al; Nina Rookaird and 49 1/2 Dick; Anita Worel and 49 1/2 Jack; Esther Harri, Jeanne Gibson, Louise Ramsey, Betty Worell, and Frances Gauger.

## SAN DIEGO CHAPTER

Marilyn Elmers, Reporter

Inclimate weather kept all but the most hearty IFR pilots grounded during the first weeks of March. However, San Diego Chapter Ninety-Nines remained more than busy with final preparations for the Southwest Spring Sectional held in San Diego on March 30th. Work parties were held in the homes of Wanda Cummings and Betty Wharton to make decorations and hand painted throw pillows which were given as souvenirs at the sectional.

Laura Little was hostess for the March general meeting which was highlighted by the pinning of San Diego's newest member, Sharon Conover. Sharon received her private pilot license in November, 1972 and currently has 110 hours logged. In addition to flying, Sharon has had experience in parachuting.

Six guests were welcomed to the March general meeting. Sue Clark, formerly a member of the Long Beach Chapter of Ninety-Nines has moved to San Diego and is a flight instructor at Gillespie Field. Sue is a F.A.A. Safety Counselor and is available for APT flights. Clara Sharpe is presently a student at Montgomery Airport. Student pilot Ruth Boucher expects to take her private check ride this week. Member Ann Martinet introduced her guest, Sheryl White, a private pilot. Betty Lambert introduced guests Louise Brends and Diane Stocklin.

When the sun finally appeared in late March, San Diego Ninety-Nines took to the air. Lois Bartling and husband Harry flew their Bonanza to Las Vegas for a weekend. Lois prefers not to discuss her "winnings?" Laura Little and Shirley Wolfe report they are busy preparing for the 1973 AWTAR. Congratulations to Shirley who became APT this month. Betty Wharton and husband Claud flew their Cessna 210 to Lake Havasu, Bullhead City and Wickenburg, Arizona. Betty reports that the desert wildflowers were really gorgeous.

## SAN FERNANDO VALLEY CHAPTER

Loretta Hines, Reporter

Our Safety Seminar held on March 22 at the Luther Burbank Jr. High School, had an excellent turn out — about 200 pilots — and equally interesting program on Multi-

Engine. Bob Wilkes from the Van Nuys Gado was the guest speaker. Marge Robbins, our Safety Seminar Chairman, did the introductions and gave a brief history of the 99's.

On March 10 at the Odyssey Restaurant we had our Awards Banquet. A big attendance and a good time by all. Guest for the evening was Mira Slovak — his talk was as interesting as his personality. We had three TV sets on as a program about Mira was on "Thrill Seekers" during our cocktail hour. The First Place Pilot of the Year for our Chapter went to Audrey Schutte — third time winner of this award. Second Place went to Margie Robbins, Third Place to Harriet Bair, Fourth Place to Lola Ricci (Lola won First Place in 1966) and Fifth Place to Shirley Thom. Congratulations! Our second award given each year is the Trixie Ann Schubert Award, a service award, which means many hours of help given in many capacities. All of us who know her, know what this means as Margie Robbins was the First Place gal. Margie got her license in Dec. of '69 from Ralph Scharch at Flight Associated Activities in Burbank, Cal., has her Commercial Rating (Oct. '71) and has logged 450 hours. Recently she passed her written Instrument. Nearly 300 of these hours have been on cross country flying. She is the Recording Sec. of our Chapter, Fly-In Chairman and Safety Seminar Chairman. Margie raced in the Pacific Air Race and the Palms to Pines Race. She made five DRF flights this year and as mentioned above was Second Woman Pilot of the Year in our Chapter with 145 hours of flying this past year. We have seen Margie helping in nearly everything that goes on in our chapter. She wants to fly in the Powder Puff Derby — SOON — and what better new talent. Second Place for the Trixie Ann Schubert Award went to Liz Dinan. (Last month's article had a story on Liz as well as Audrey Schutte.) Third Place went to Lorrie Blech. Lorrie got her license in 1968, has logged 500 hours and has her Commercial Rating ('71), Multi-Engine ('71), and Instrument ('72). She also raced in the Pacific Air Race and the Palms to Pines. She flies taildraggers, has some aerobatics and is currently working on her Instructors written. Her father started teaching Lorrie to fly at age 14; he died when she was 16, so Lorrie didn't solo until she was 22.

This past month Lorrie Blech flew a Nava-jito to Paso Robles and flew back to LAX in a Lear Jet on her knees behind the Captain — she didn't want to miss a thing! After landing, she hopped into a Cessna 140 and flew around locally just so she could come back to earth slowly. Jill Siltan just soloed and was a guest of Lorrie's this month. Connie Kerlin was pinned as a new member Welcome! Rodg Rogers flew in a Mooney with friends to the Flabob fly in. Ellen Miller flew to Bermuda Dunes and Los Vegas and is taking a refresher course in IFR. Mindy Leonard, our new Wing Scout pilot, took passengers up locally. Delores Pynes earned her FAA Flight Safety Pin. Sally Kinsey started her IFR training. Bonnie Seymour had 1 hr. in a Turbo Centurian, flew to Tahoe 2x and San Carlos. Pat Hallett got some right seat time in a Aero-star. Susie Neff had a guest, Elaine Ballent, a student pilot who recently passed her private written. Loretta Hines brought guest, Dorothy Adams, who is a pilot and ready to get her check ride for her Instrument Rat-



ing. A fly-in on March 20 was for Santa Ynez and had bad weather so the destination was rerouted. Lola Ricci and Libby Svenson flew a DRF Flight to Santa Barbara. Audrey Schutte and Harriet Bair flew to Solvang for lunch. The fly-in to Los Vegas saw one plane getting through — Margie Robbins and 49 1/2er, Richard, and Lorrie Blech. Margie grew ten dollars into seventy-six in the one armed bandits there! Loretta Hines started out with Liz Dinan and Mindy Leonard and didn't like the weather after a look-see through Newhall Pass, so made a 180.

Salley Kinsey had her first aerobatic lesson in an Aerobat C-150. She had trouble reaching the rudders even with two pillows and a chute on but said it was worth it.

#### **SAN GABRIEL VALLEY CHAPTER** **Carleen Hargett, Reporter**

San Gabriel Valley 99's have not had much time to fly this month as everyone is busy working on plans for the Safety Seminar scheduled for May 19 and 20 at the Holiday Inn near Ontario Airport. Everyone has a job and each day more jobs develop.

One of our fun projects for this year has been trying to choose a uniform for the group. Jean Gillingswaters, our Chairman, has made one sample and she has promised to model it soon.

St. Patrick's Day brought us good luck, for we were finally able to make our first group flight to the Direct Relief Foundation in Santa Barbara. Six planes made the trip, and were met by Joan Steinberger and others. The group had lunch at the airport before taking a tour of the Direct Relief Foundation facility. Everyone was impressed with the whole foundation and its work. Those making the trip were Joan Winter, Marriion Marriott, Ilsa Cook, Marion Jirchesfske, Eve Hunt, and Beverly Mahoney.

Four more members are APT this month. They are Ann Piggott, Marriion Marriott, Beverly Mahoney, and Pat Inwood. This gives us a total of 52% of the membership APT at this time.

Marijane Nelson has an article in the June "Sport Flying" Magazine. The title of the article is "Flightline Picasso." It is about Ken Thomas of Santa Paula airport. Marijane recently returned from two weeks in Puerto Rica, where she was the guest of PRINAIR the national airline of Puerto Rica. She traveled to all the cities served by the airline. While in St. Thomas she needed help to get to the other side of the runway to take pictures and the only person available to help her turned out to be Jack Monsanto, the Port Authority, and also the cousin of Dorothy Monsanto's husband. While in Puerto Rica, Marijane was able to fly one of the De Haveland Herrons that the airlines uses.

Dorothy Monsanto and her husband had planned to fly to Reno to visit their daughter. After loading the plane, the weather reports didn't look favorable, so they unloaded the plane, reloaded the car and drove. They ran into beautiful weather after going through Cajon Pass. Another day Dorothy was flying around she heard Eve Hunt taking off from Tri-City Airport and called her on the radio and arranged to meet her in Palm Springs. Dorothy also flew to Apple Valley recently to visit relatives.

Shirley Justin flew her white Mustang to Capistrano Airport. She also has completed

training to become a Special Reading Teacher and has a part time job teaching.

Peggy Marsh, who owns a Cherokee Arrow was seen flying a rented Cherokee 140.

Beverly Mahoney flew some friends to a Bowling Tournament in Victorville. They spent the night and returned the next evening to the airport to discover that her battery was dead. So she had to get someone out to the airport at 10:00 p.m. to start her Comanche. Upon approaching Chino, she discovered that the gear would not go down. After emergency gear extension was accomplished they made a normal landing. Beverly also recently flew to Rancho California, had tire trouble and had to have it repaired before returning home. She had intended to fly in the Vixen Frish, Orange Counties air race.

Our flight instructors, Nancy Gordon, Pat Inwood, Margaret Lawson, Jan La Mar, Mary Sebelius and Ann Piggot have been attending a Flight Instructors Revalidation clinic.

#### **SAN JOAQUIN VALLEY CHAPTER** **Charlotte Morrill, Reporter**

Our March meeting heralded in blue skies and gusty winds at the Reid-Hillview Airport in San Jose. A turn out of seventeen enthusiastic members piloted by Helen McGee, Lee Roesch, Laverne Gudgel, Marie McDowell, Barbara Glantz and certainly last but not least Norma Draper, all the way from Gness Field. These plus passengers and the local welcoming committee.

Our happy news was Ev Hendley's radiant face after a bout in the hospital. Ev had just returned from a flight to the Pismo Beach annual clam festival via Santa Maria and Solvang. She reports that the wild flowers were spectacular. Something to remember for next spring, wild flowers and Pismo Clams: somehow the two don't seem to go together.

Helen and Harvey McGee covered a mere 5500 miles in their Comanche to attend a National Newspaper Convention on the east coast. Helen no doubt checked a leg or two of the Powder Puff flight: Hmm, Helen?

Marie McDowell reporter a flying visit to Bull Head City to visit her parents and then on to visit her daughter and granddaughter using her well earned instrument ticket for departure homeward.

Traveling south of the border this month was Barbara Glantz on a tour of Mazatlan, Guadalajara and Culiacan. Ideally, Barbara is searching for some method of pulling their nice new house trailer behind the plane. Somehow that dream sounds a bit unreal but keep working on it Barbara.

Our business meeting was held at Liberty House in Eastridge. We were most fortunate to have as our speaker Jerry Widmayer from GADO who gave us an informative talk complete with slides showing some do's and don't's on the subject of safety. He also displayed an ingenious survival kit weighing almost nothing and contained in it were two plastic garbage can liners to wear as protection from the elements, candles and matches for fire, a few sugar lumps for energy and a hunting knife; all of this was within a cylindrical tube of metal to be used as a reflector and a water container. Mr. Widmayer also discussed the TCA. Our thanks to him for bringing us up to date and also our thanks to Ina Wade organizer of this most pleasant day.

#### **SANTA CLARA VALLEY CHAPTER** **Betty Hicks, Reporter**

The San Jose Congregational Church is up in the air!

"The Reid-Hillview tower chief said to get the community involved in aviation." This is how Mayetta Behringer explains her get-'em-closer-to-heaven project for fellow members of her San Jose First Congregational Church. For the past two months Mayetta has been filling three seats in her co-owned Skylane with Congregationalists. They've enjoyed fly-in lunches to such popular spots as Napa and Nut Tree. All of her volunteering passengers have been unknowledgeable about aviation at the initiation of the flights, and especially about general aviation. How Mayetta has helped them all make a giant step to overcome this deficiency is scarcely mysterious to our chapter members. They know Mayetta as the creator of the solemn and sincere declaration: "I can't imagine life without airports or airplanes."

"Definitely worth it!" exclaimed Betty Berkstresser. "We recommend it for all pilots!" was Sue Norman's enthusiastic appraisal. The weekend flight over which our two NASA aeronautical engineers were exuberating was the Anza Sky Trail tour. Named for the Spanish explorer of the 18th century, Captain Juan Bautista de Anza, the innovative sky-tour was developed two years ago by the state's Resource Management and Protection Division, with assists from the California Department of Aeronautics and AOPA. DeAnza pioneered an inland route from Mexico to California in 1774 and subsequently became the founder of a tiny presidio called San Francisco. The Sky Trail retraces a portion of the Spaniard's overland trail and combines fascinating geology and breath-grasping desert scenery along with its glides back into history. Sky Trail climbs out from Borrego Valley Airport (south side, Los Angeles sectional), at the foot of the San Diego Mountains and west of Salton Sea, proceeds southbound to the fringes of V66, and then 180s along the mountain foothills within the azimuth of Julian VOR and thence northbound to big-horn sheep country, before its letdown back to Borrego Valley. Eight turns, carefully diagrammed in the Anza Sky Trail brochure which pilots obtain at Borrego Valley Airport, look like a Charley pattern for basic instrument flight training ripped out of a CFI-I's lesson planning notebook. Instead, they're 180s and 360s over particularly interesting, scenic or historic places on the Anza route. "How else could we have found Elephant Knees?" asked Betty Berkstresser of this fascinating geological formation which definitely merits a two-minute turn on the Sky Trails flight plan.

The Sierra Club has been one of Sky Trails' most vociferous opponents, calling the airplane "One of the greatest threats to the quality of wilderness." Ironically, SCV's Sky Trailers, camping out under the Cherokee wing at Ocotillo Wells, just two miles off the trail's track, reported the area "a mecca for people with dune buggies and motorcycles," many of whom probably condemn the airplane as a dire environmental threat.

Betty and Sue logged many "firsts" on their weekend safari — a first genuine soft field landing and takeoff at rain-soaked "dry" lake Ocotillo Wells — and a new-to-them trick of putting a heater on the engine before a start-up at 7,000-foot plus Mam-



moth Lakes Airport on the Sierras' eastern slopes.

News editor Mardo Crane was featured on the San Jose Mercury-News society page in March. Coverage was disguised as a fashion presentation, but introduced all women who had received nominations as the Mercury's "Woman of the Year" for '72. Mardo was among them . . . After plowing through all kinds of ice IFring to Mexico to deliver medical supplies for Managuans, Pat Roberts found on her return that the prop anti-icing wire on the Aztec was broken!

#### **TUCSON CHAPTER** **Jaynw Hunter, Reporter**

The Chapter's considerable talents and energies are currently focused on preparation for the 2nd Annual TUCSON TREASURE HUNT which takes place on May 11, 12 and 13. Prospector-contestants are based at Marana Air Park during this unusual flying event, which is chairmanned this year by Virginia Edwards.

By the time this issue is printed, entries will be closed and we will know which fortune-hunting fliers are going to compete for the 1st place won last year by Joan Steinberger. Ginny Cook, Virginia Edwards and Jayne Hunter are piloting to San Diego for the SW Sectional where they will make a pitch to fill the remaining slots on the entry list which is limited to 35.

The Chapter had a splendid meeting last month with a good turnout and two interesting guests, one a fly-gal named Bernie Sinke from British Columbia. Also welcomed was Lynn Quesnoy, formerly a 99 in Bakersfield who is going to re-activate her membership with our Chapter.

Our members voted to send champagne and flowers to welcome back Capt. Mayron Donald who has been a P.O.W. for six years, and was recently released and reunited with 99 Sue Donald and their young son. She has learned to fly and become a 99 since her husband was captured. The chapter looks forward to meeting him and hopes he'll like being a 49 1/2.

Sunday, April 8th will be APT day in Tucson. Norma Wilcox has offered her services without charge at Norma's Flight School on that date to any of our Chapter members wishing to make an APT flight.

#### **UTAH CHAPTER** **Joan Barton, Reporter**

We're slowly but surely starting to thaw out here! Members were able to get together for a Fly-In to the Brigham City Airport on the 24th of February. Mr. Frank Goddard of the Red Baron Restaurant (and also a pilot) hosted our group. Much to my surprise, I won a free lunch for the best spot landing and Julie Jacobsen won the door prize donated by Mr. John Weir, owner of Seagull Aviation.

As a result of this Fly-In, we have added a member to the Utah Chapter. Betty McCullough will be transferring over from the Greater St. Louis Chapter. Betty is a private pilot, has two children and lives in Brigham City. She flies her own Piper Tri Pacer. Welcome Betty!

We also welcome to The Ninety-Nines and to the Utah Chapter, Julie Jacobsen. Julie earned her private license in November. She is married with four children and lives in Roy. She flies with Interwest Aviation.

Terri Wojcik has been accepted as a Medical Technologist at Holy Cross Hospital in Salt Lake City. Working hard toward this

goal, she hasn't had any time for flying lately, and deserves congratulations.

Alberta Nicholson held the March meeting at the Salt Lake City International Airport Hawks' Nest. Present were Barbara Barlow, Joan Barton and guest Cathy Porschett (a WAF air traffic controller from Travis AFB, Calif.), Lila Fielden, Jeane Freestone, Kay Howells, Eleanor Irvine (who cut ceramics class), Julie Jacobsen, Beckey Larsen (with left hand cut in a kitchen accident), Betty McCullough, Jane Patterson and 66 daughter Valarie, Margery Peterson, Dee Ricord, Gini Streeter and guest Marti Greer (private pilot and sailplane pilot), Barbara Whitaker, Ginny Wilkinson and Terri Wojcik. We were given a briefing by Mr. Russ Bracken, Assistant Chief at the Salt Lake Tower, on the Stage III Terminal Radar Service at Salt Lake City International. We then visited the ARTS III (computerized radar) of which SLCI is very proud. Last, we visited the Salt Lake Tower. It was a clear night and the view was beautiful. A most interesting and enjoyable evening thanks to Mr. Bracken and Mr. Paul Brophy.

Diane Hastings had her Air Force pilot husband home from Thailand for two weeks on leave.

Meg Streeter should have her J3 Cub back in the air in the near future. Her Mom, Gini, says it will have an electrical system, so Meg won't have to prop it any more.

Jane Patterson and I would like to let the Idaho Chapter know that we were finally able to get our airplane started (bad alternator) at Jerome, thanks to Phyllis Sullivan.



*Left to right: Vivian Yardley and son Robbie, Jane Patterson, Dee Ricord, Julie Jacobsen, guest Barbara Lund, Joan Barton and Barbara Whitaker at the Brigham City Fly-In on the 24th of February. Plane is Barbaras' Cessna 182.*

#### **Northwest Section**

ALASKA - IDAHO - MONTANA  
NORTH DAKOTA - OREGON  
SOUTH DAKOTA  
WASHINGTON - WYOMING

#### **ALASKA CHAPTER**

**Karen Brooks Tiede, Reporter**

Our members are spread over the largest state in U.S.; this makes a good excuse to drop everything and go visit when one comes to Anchorage. Feb. 24 Nancy Livingston was in town for air-taxi meeting, and Marion Zaegel had a coffee in Nancy's honor. Nancy is a charter "Whirly Girl," currently their V-P, and with her spouse operates helicopter service in Juneau. LaVelle and Dick Betz landed their ski-equipped Super Cub on Campbell Lake in front of

Marion's house, but the rest of us came by auto.

Three gals have commendable excuses for missing meetings: attending classes for instrument ratings on meeting-night are Maryanna Foster (who just passed her written test!), Clarissa Quinlan and Blanche Krager. We've received several applications for our student flying scholarship.

Cathy Stadem spoke with a woman who has an unpublished photo of Amelia Earhart, which she hopes to see soon and pass on if possible.

A film on exposure was shown at least meeting, and committee reports made on sectional. **Important: if you are even remotely considering attending the NW Sectional June 30, write today to LaVelle Betz so you'll receive all mailings:** otherwise, you won't get them. Pat McGee's planning some fun side-tours. We tried to get local guides to advertise in 99 NEWS so interested 99s could plan ahead, but no luck! Anytime you come to Alaska, be sure to call an Alaskan 99 on arrival.

Now comes "waitin' & watchin' weather": waiting for spring storms to go away, and watching for overflow on the lakes where our precious birds are caged.

#### **COLUMBIA CASCADE CHAPTER** **Dorothy Mercer, Reporter**

Flying weather has been pretty much zilch in January and February in Oregon. Our January sack lunch meeting was held at Barbara Daufel's on Dietz Airpark in Canby, to talk over this year's plans. We decided to go on record as being against the 99 Museum being moved away from Oklahoma City, and not favoring any mandatory assessment for the fund. Highlight of this day, for this reporter, was receiving from the girls, as their past Chairman, a beautiful book comprising facsimile copies of original magazine issues, Vol. 1-10, of National Aeronautical Magazine "FLY", from November 1908 through August 1909. This is a real treasure.

Our February lunch get-together was a workshop to make table decorations for an aviation banquet honoring Mr. Tom Taylor of the FAA Portland GADO, a favorite friend and long-time pilot and FAA operations inspector. Columbia Cascade 99s have been asked to decorate and to staff the reception table the past two years for this annual affair.

March 17th our chapter invited a number of new pilots and students to tour with us the PDX control tower and radar facility, and we enjoyed thoroughly this opportunity to better understand ATC operations as well as to acquaint the new guests with our 99 program.

We hope April will bring us VFR days and a chance to get out and go!

Betty Prakken and 49 1/2 Gordon spent a month this winter visiting Japan and waypoints, with a stopover in Honolulu where she had the pleasure of meeting Pat Kelley of Aloha Chapter. Jo-Neal Harris and 49 1/2 Homer have just returned from a convention in Waikiki, and a few days in the sun.

#### **EASTERN IDAHO CHAPTER** **Elaine Partridge, Reporter**

A decision was made, after the third cancellation, to postpone the Eastern Idaho Christmas party until sometime in July when there might not be a blizzard making roads and skies impassible. A regular monthly meeting was held March 17 at the Pocatello Airport terminal. The following members attended: Carole DePue, Diane



Jex, Mary Kilbourne, Margaret Stanford, Beverly Ledbetter, Lois Bauer, Laura Dillon and Elaine Partridge. Three guests who also attended the March meeting were Mr. Grant Kilbourne, Mr. L. W. Stanford, and Mr. Conn Housley. Mr. Housley was recently appointed to the Idaho State Board of Aeronautics. Ideas were exchanged for some projects such as airmarking a few isolated emergency strips that are maintained by the State of Idaho and are almost impossible to locate from the air. Plans were made for airmarking American Falls and Blackfoot.

The Idaho Safe Pilot's Award Banquets attracted several Eastern Idaho Ninety-Nines who attended to receive awards for safely flying at least 50 hours during the past year.

A copy of the book **Jennie to Jets** depicting the history of aviation in Pocatello will be donated to each high school and public library in every town in which a member of Eastern Idaho Ninety-Nines lives. We are hoping that this project might inspire some future Ninety-Nines.

International travelers, Grant and Mary Kilbourne promised to share some experiences and pictures from their recent trip around the world. The Kilbournes left in October of 1972 and celebrated the new year by returning to the United States on January 1, 1973.

Lois Bauer shared flying privileges with husband Dick as they took all of their family to Guymas Mexico for a short vacation.

Carole and 49 1/2er Ben DePue have helped organize two all day workshops for search and rescue. The clinics were sponsored by the C.A.P. and were, according to Carole, very informative.

Pat and Mickey Dukich managed to demolish their truck, but not themselves recently. Their truck rolled over a steep incline, but they both managed to leap to safety. Lucky!

Neither kites nor airplanes have been doing much flying this March in Idaho but we are all keeping our fingers crossed for good flying weather for the experimental

aircraft show in Afton, Wyoming, and for the next meeting of the Eastern Idaho Ninety Nines on April 14.

#### **EASTERN WASHINGTON CHAPTER**

**Nern Lake, Reporter**

The Eastern Washington 99's deserve much credit for all the effort and help they gave at the Flight Instructors Clinic at Spokane in January. Ora Rae Merk and myself attended this Clinic along with 200 other Flight Instructors.

Betty Schumacher, Charlotte DuBois, Marjorie Wood and Barbara Geary flew up from Lewiston for the March 2nd meeting. Betty is a new member, most of her flying is for pleasure. Charlotte recently flew to Roseburg, Oregon for the Douglas Co. Rabbit show, taking along six rabbits. Marjorie and Barbara have about 35 hours apiece so are well on their way to becoming 99's. Another guest was Susie Ward from Spokane. Susie is flying a Cherokee 140.

Terrie Becker and Ora Rae Merk flew from Pullman, to the meeting in a new Seneca. Irene Anrode took Terrie back to Pullman in her Twin Comanche with Kay Petersen and Louise Prugh going along for the ride.

Marjorie Wood reported that she and Bev Paulson attended a AOPA IFR Clinic at Portland in February. Kathleen Hitchcock has been flying co-pilot with her husband in their new King Air.

**May 18, 19, 20, are the dates for the Spokane Flying Safety Foundation Sponsoring a Safety Symposium.** This organization is made up of Spokane business men and Eastern Washington 99's. Seminars will be held on Instrument Flying, weather, new FAR changes and Air Traffic Control. A pinch-hitter course will be offered and flight checks may be arranged.

Kay Petersen and Fern Lake attended the dinner meeting of the North Idaho Pilots Association at Coeur d'Alene, Idaho in March.

#### **FARWEST CHAPTER**

**Jeanette Brooks, Reporter**

The February meeting was held at President, Elsie MacDougall's with Lt. Stewart

Rumley of the U.S. Coast Guard speaking on cross-country flying with much stress on the need for a thorough preflight for a pleasant and safe trip.

The FAA Safety Seminar was held as planned February 24th and approximately 80 persons attended with many flying in. A wealth of information was absorbed by all who were able to attend.

The March meeting was a flyout to Bellingham with three planes and six 99er's attending.

Mary Kochanek working hard on her instrument rating. Barbara Lathrop and husband making plans for their trip to Alaska. Bev Christensen and husband also planning a trip North in July. Yours truly just getting used to the wings at hand and now needs dual for a newly acquired partnership in a Comanche 250.

Our 99'ers are well represented as officers in Olympic Peninsula Pilots Association for 1973 with Mary Kochanek, Pres.; Mildred Wood, Sec.; and Bev Christensen, Treas.

Joyce Critchfield has planned our flyout luncheon meeting for April 12th to Victoria, B.C. Canada. Hope to see you.

#### **MONTANA CHAPTER**

**Juli Peden, Reporter**

We had an excellent turnout for our March meeting in Bozeman with lunch being held at Topper's. With clear blue skies and visibility over 50 miles, members flew in from Missoula, Lewistown, Helena, Billings and Great Falls. Bev Ledbetter of Blackfoot, Idaho was a guest of the group.

Frank Wolcott of the Bozeman airport gave a talk on how an airport authority works. Bozeman presently is the only Montana airport run by an airport authority. Mr. Wolcott also showed films on Bozeman's proposed airport expansion. Air traffic at Bozeman is expected to greatly increase with the new Big Sky resort getting into full operation.

Judy McCrum has been chosen as an Amelia Earhart scholarship finalist from the Northwest section.

*Continued from page 10*

cuit; earned money through parachute jumping; had her rigger's license, ground instructors rating, commercial license; passed her writtens for an A&E Mechanics Rating and for a Flight Instructor's Rating; flown the 1951, 52, and 53 AWTAR's and placed sixth in two of them. She planned to use her \$300.00 Scholarship for an instrument rating.

Typical too was the big heart of the Australians as exemplified by Lady Casey's husband, then Minister of External Affairs when he requested that CBS television of Ottawa, Canada, make his \$200.00 check payable to our Amelia Earhart Scholarship Fund.

Another worthwhile project was air marking. The Kansas City Chapter held the lime-light during this period. They not only earned money for supplies by holding rummage sales, but they could swing a fast brush — lay out and paint 10 foot letters in 18 minutes. They were trying to make their "Fifty more for 54". On January 8, 1955, they received a citation from the Kansas State Chamber of Commerce expressing its appreciation for the completion of one hundred airmarkers in Kansas in 1953 and 1954.



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